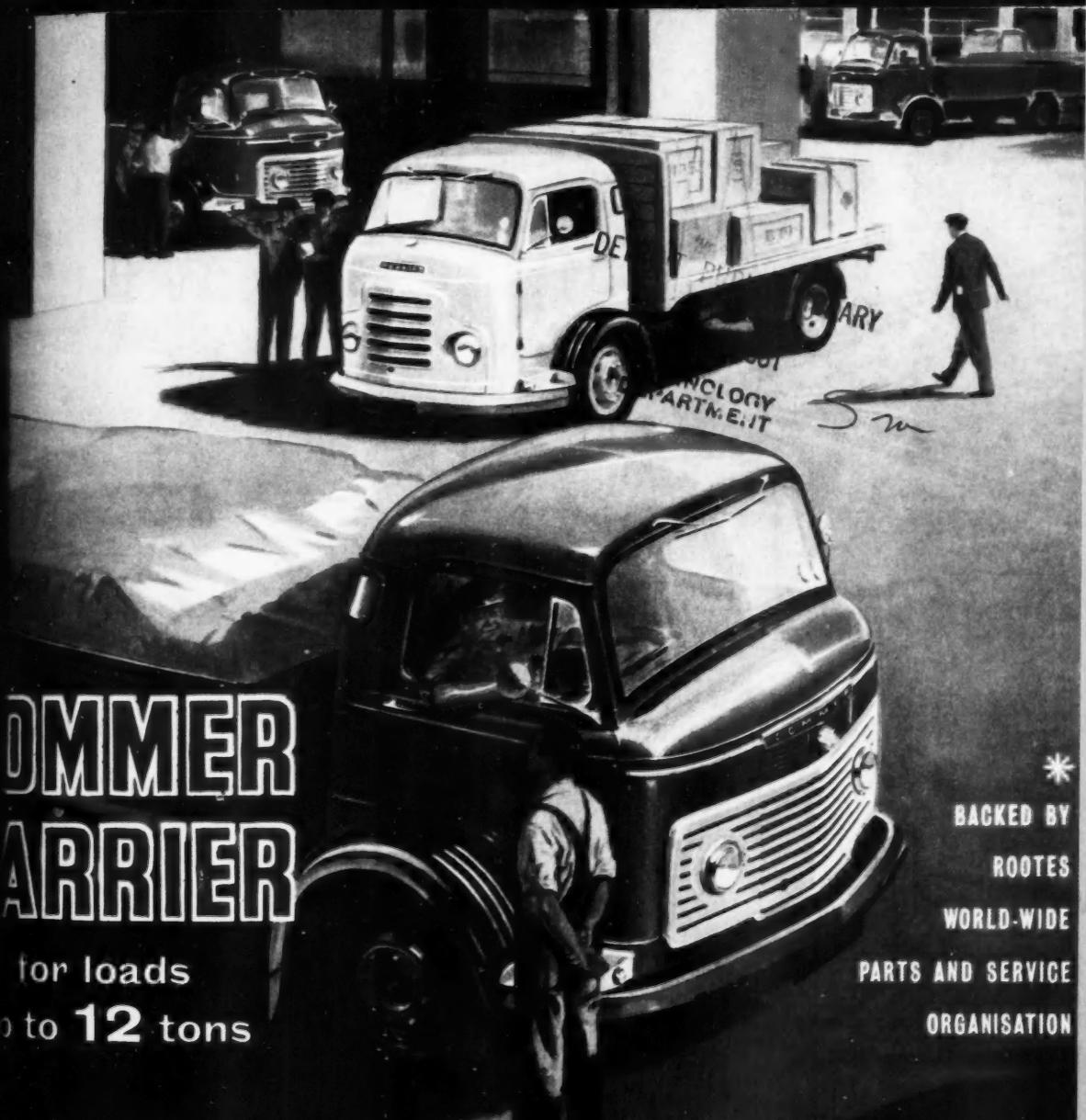


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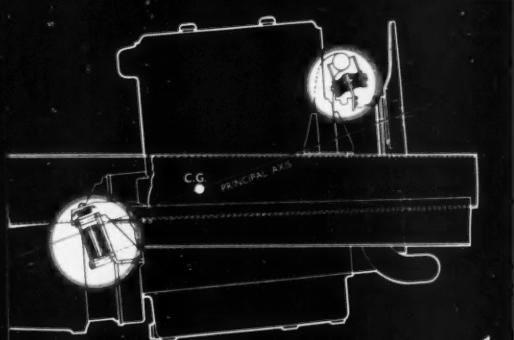
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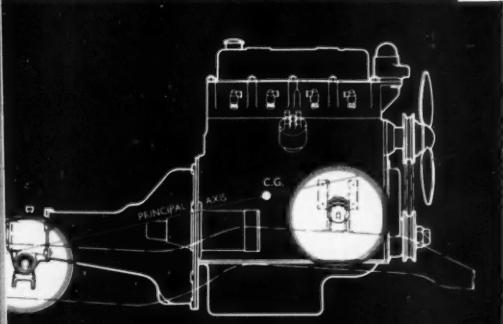
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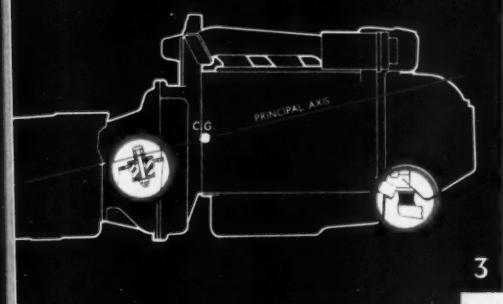
ENGINE SUSPENSION



1



2



3

If practical considerations could be ignored there would be no problem in providing the ideal suspension for every motor vehicle engine. Mountings would be disposed symmetrically about all three principal axes of inertia and fitted on the longitudinal axis on the lines of "Floating Power"—the suspension technique developed by Metalastik in this country. Such an arrangement is not often convenient and the most successful engine suspension is generally a compromise, simulating as closely as possible the characteristics of the ideal but respecting the claims of easy installation and other technical and economic factors so often at variance with theoretical perfection.

Examples of Metalastik suspension in Figs. 1, 2 and 3 illustrate how a combination of sound theory, appreciation of the practical and choice from an unequalled range of mounting units, bring maximum smoothness to different types of engine.

The suspension in Fig. 1 with the high front mounting resembles more closely the original "Floating Power" conception than is now usual. Secondary out-of-balance forces and a flexible chassis necessitate mountings with a large degree of vertical and rotational flexibility, hence the use of shear mountings at all three points. Pre-compression of the rear mountings permits higher stressing without loss of fatigue life.

Fig. 2 shows a typical suspension for a 4-cylinder motor car engine. Interleaved sandwich mountings are below the principal axis but 'focused' in 'V' formation to give the same rotational characteristics as mountings fitted higher but with their compression axes in a vertical plane. The Metaxentric bush at the rear controls fore-and-aft movement and has a higher deflection than a concentric type.

For the 3-cylinder opposed piston engine (Fig. 3) in which balancing has virtually eliminated the primary, vertical out-of-balance couple, slotted Metacones and the way in which they are fitted, provide high rotational flexibility about the vertical axis essential for insulation of vibration due to a horizontal out-of-balance couple.

Diagrams reproduced by courtesy of the Institution of Mechanical Engineers from "The Suspension of Internal Combustion Engines in Vehicles", by —

M. Horovitz, B.Sc. (Eng.), A.M.I.Mech.E.

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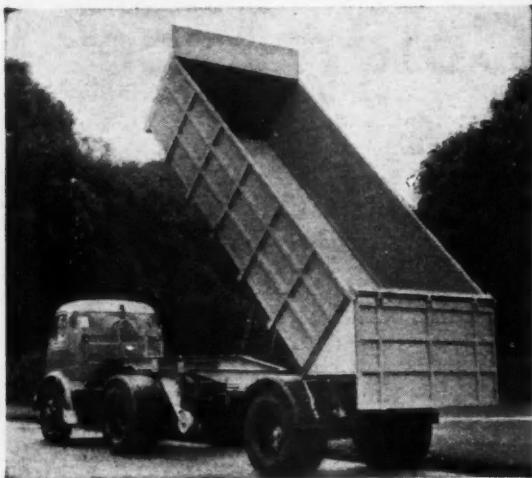
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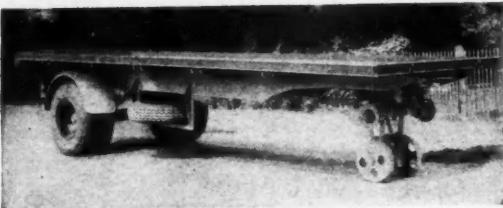
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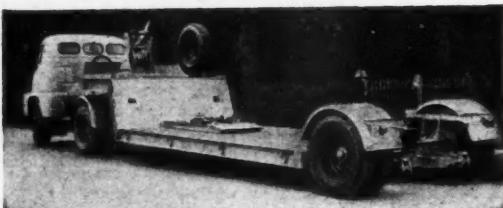


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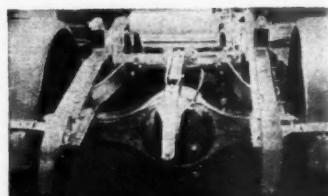
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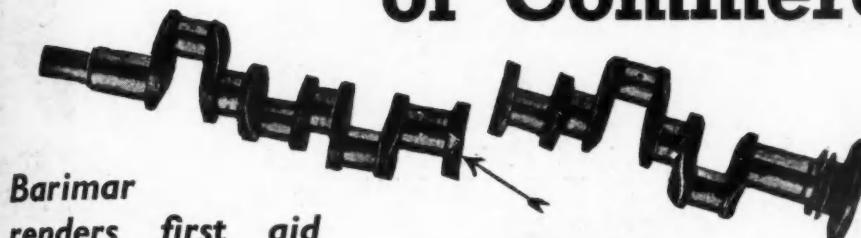
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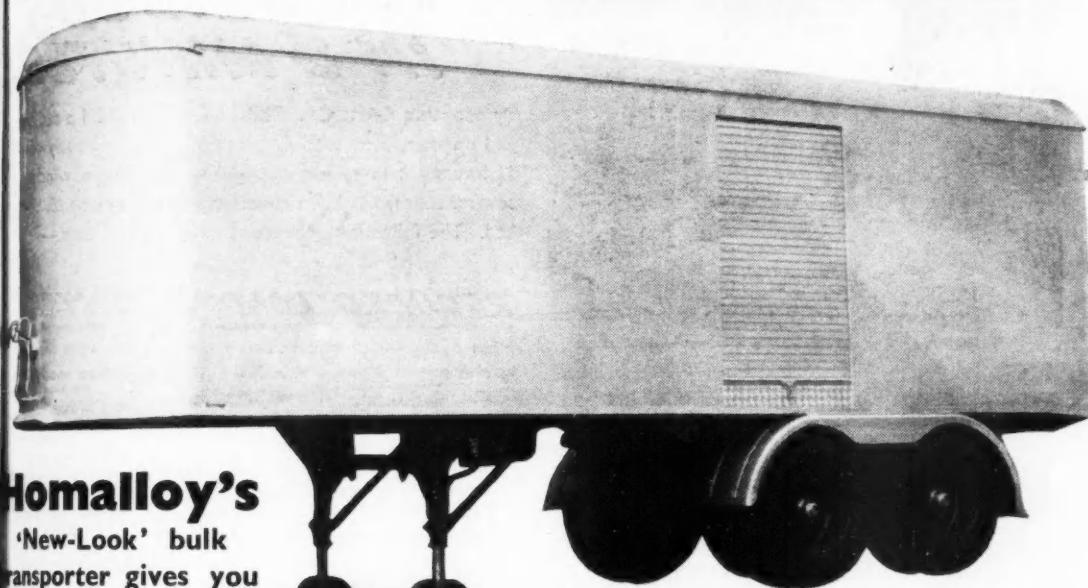


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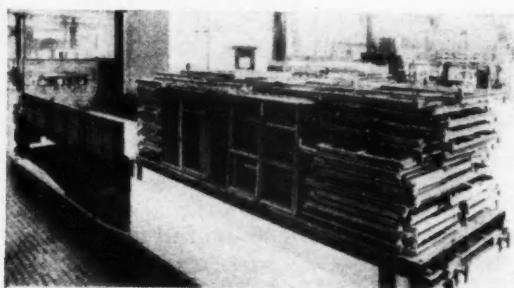
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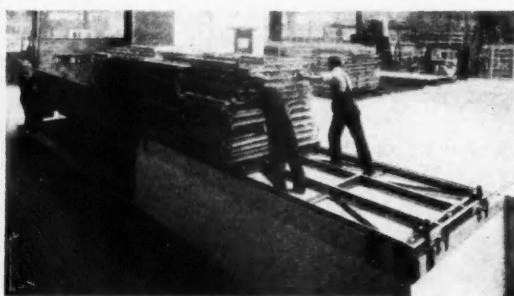
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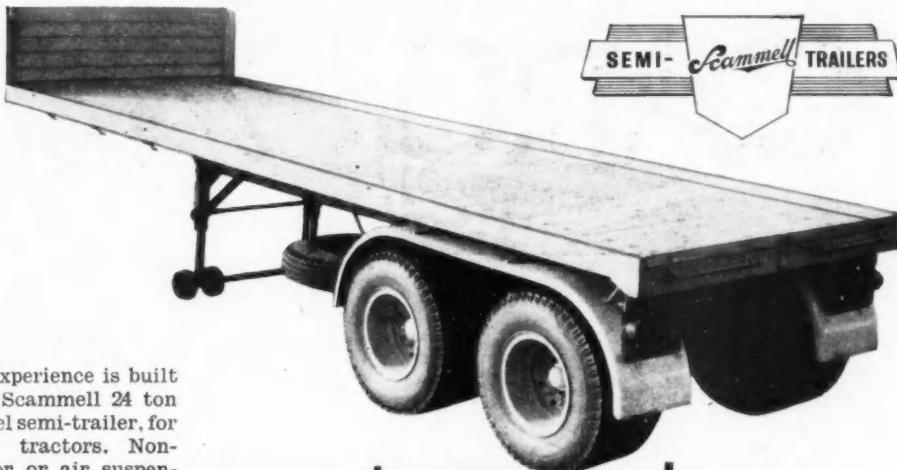
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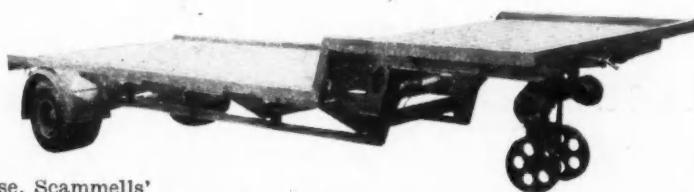
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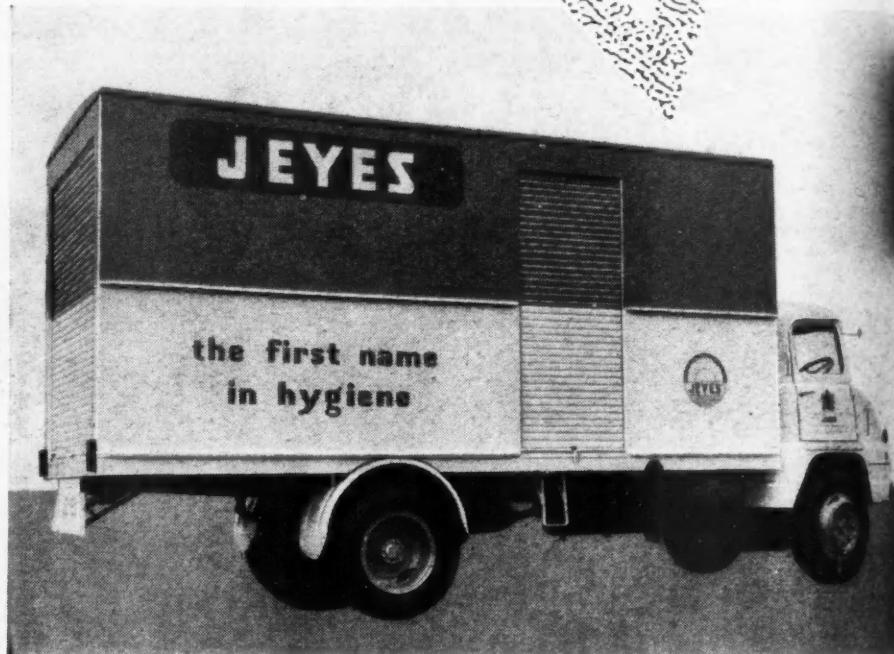
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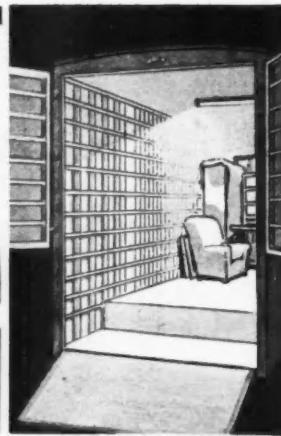
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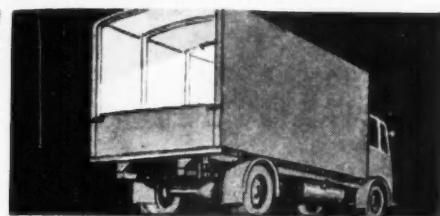
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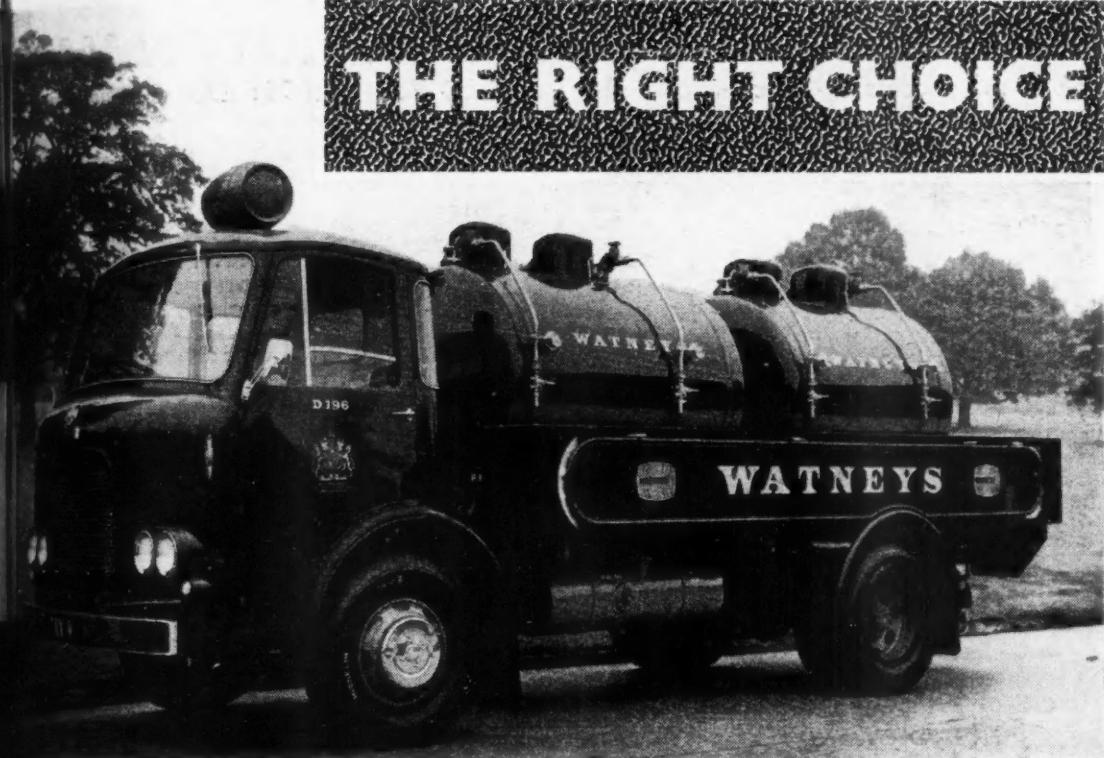
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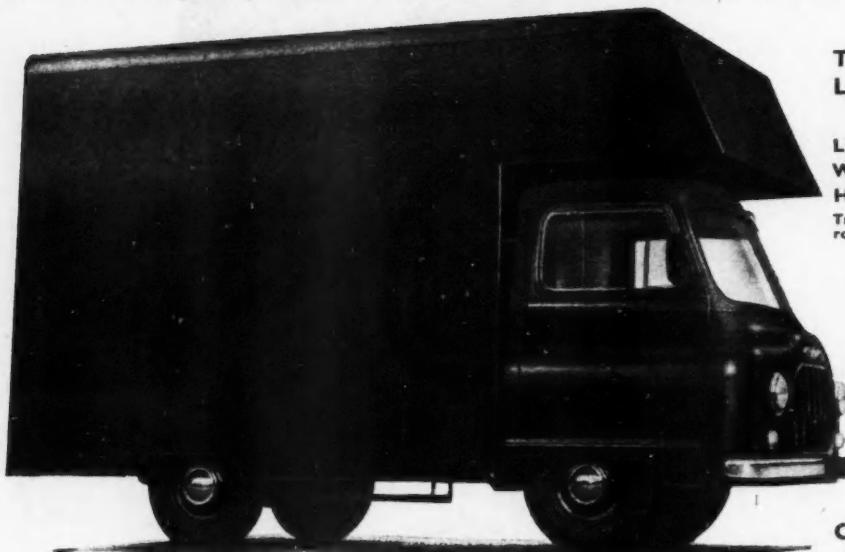
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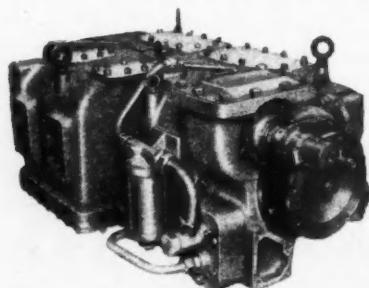


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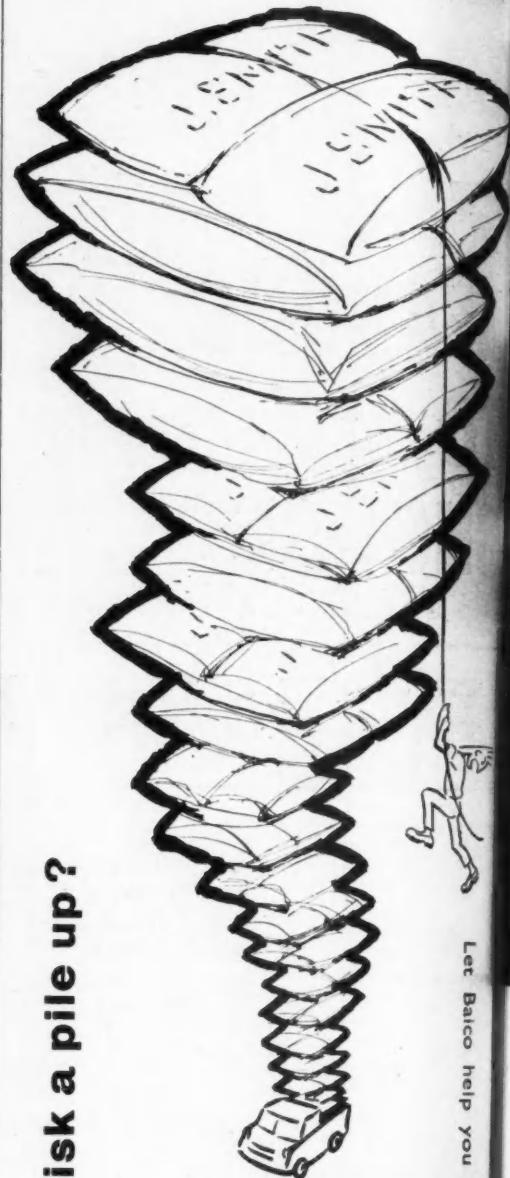
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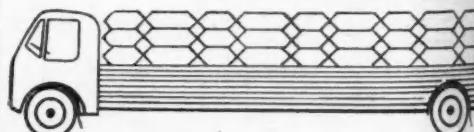
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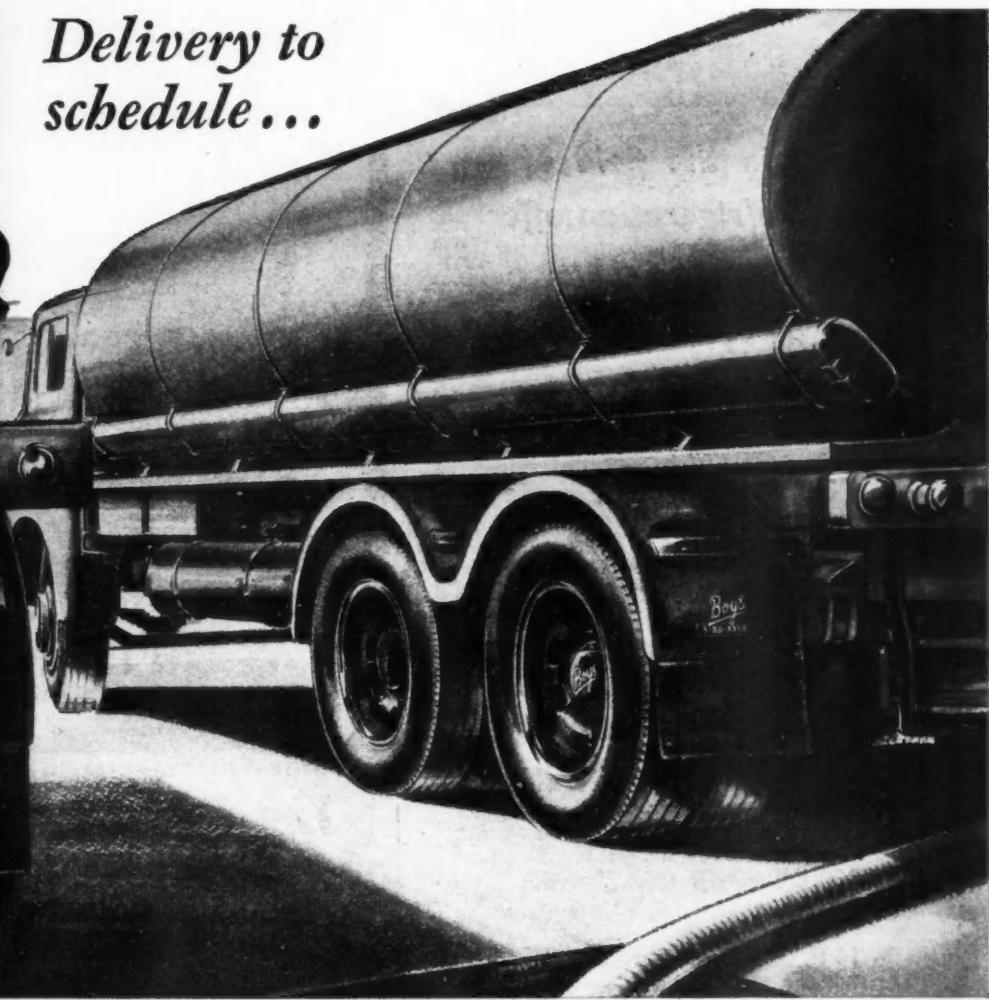


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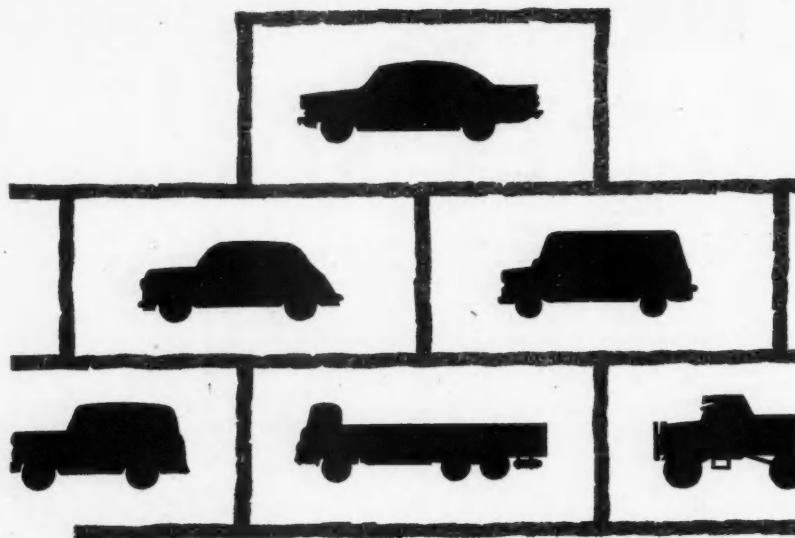
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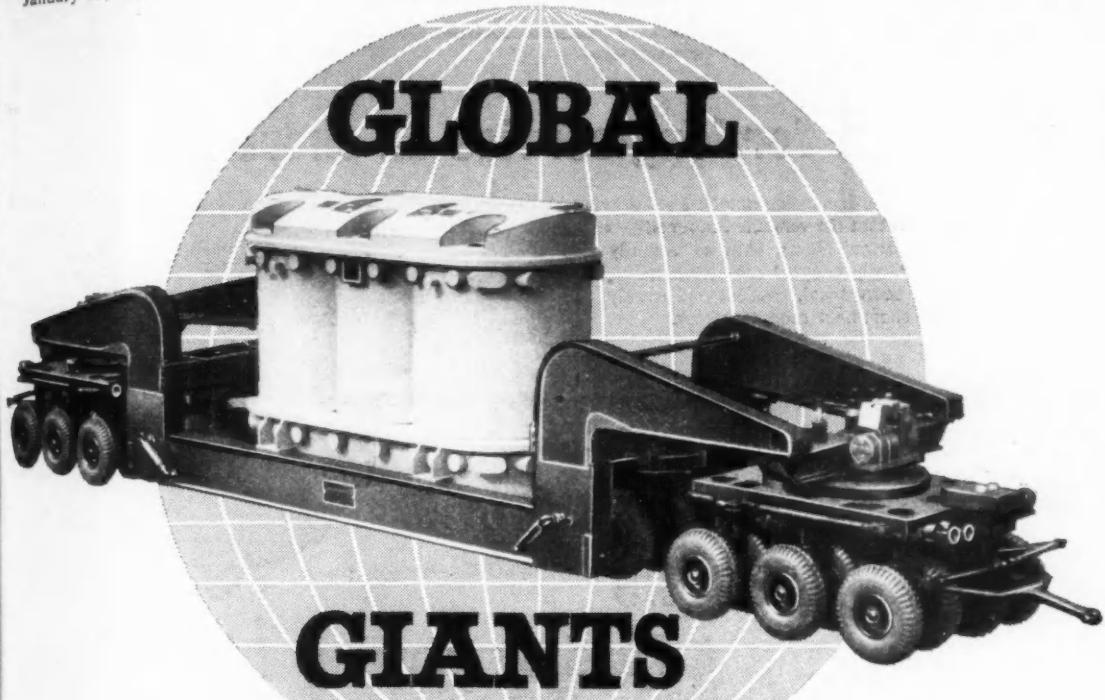
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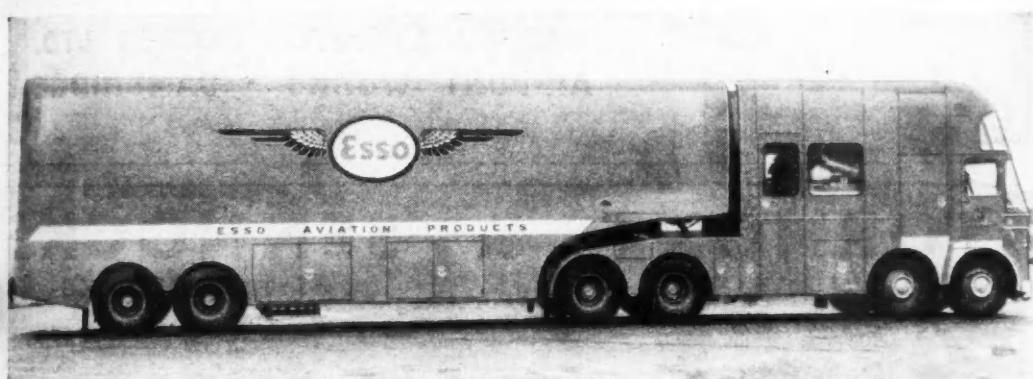
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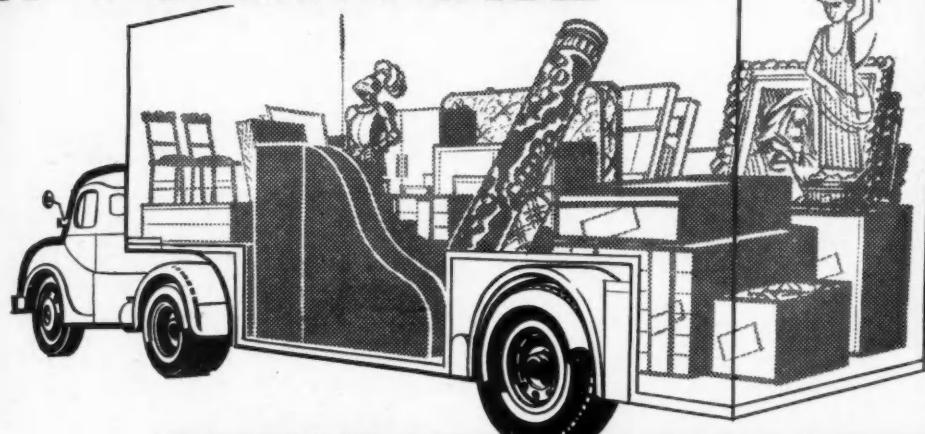
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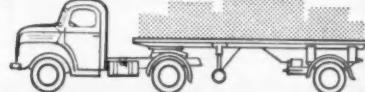
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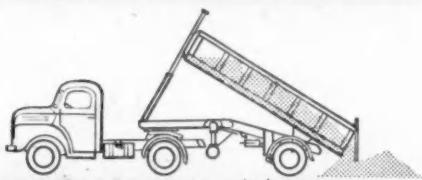
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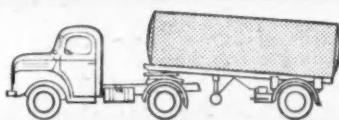
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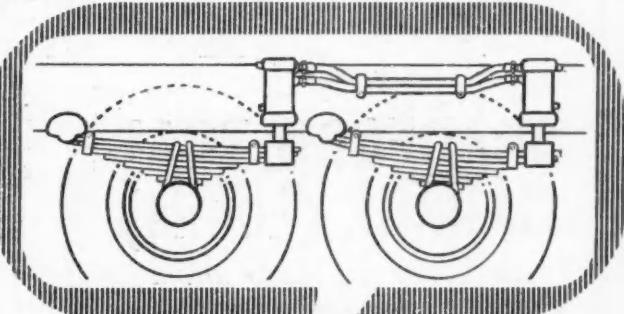


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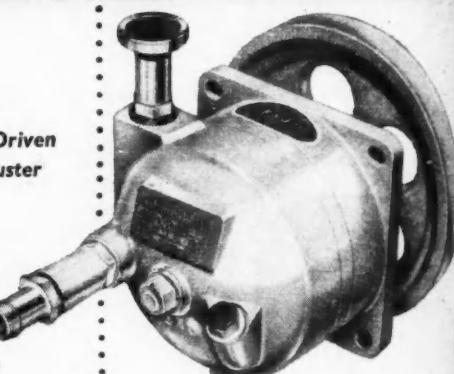
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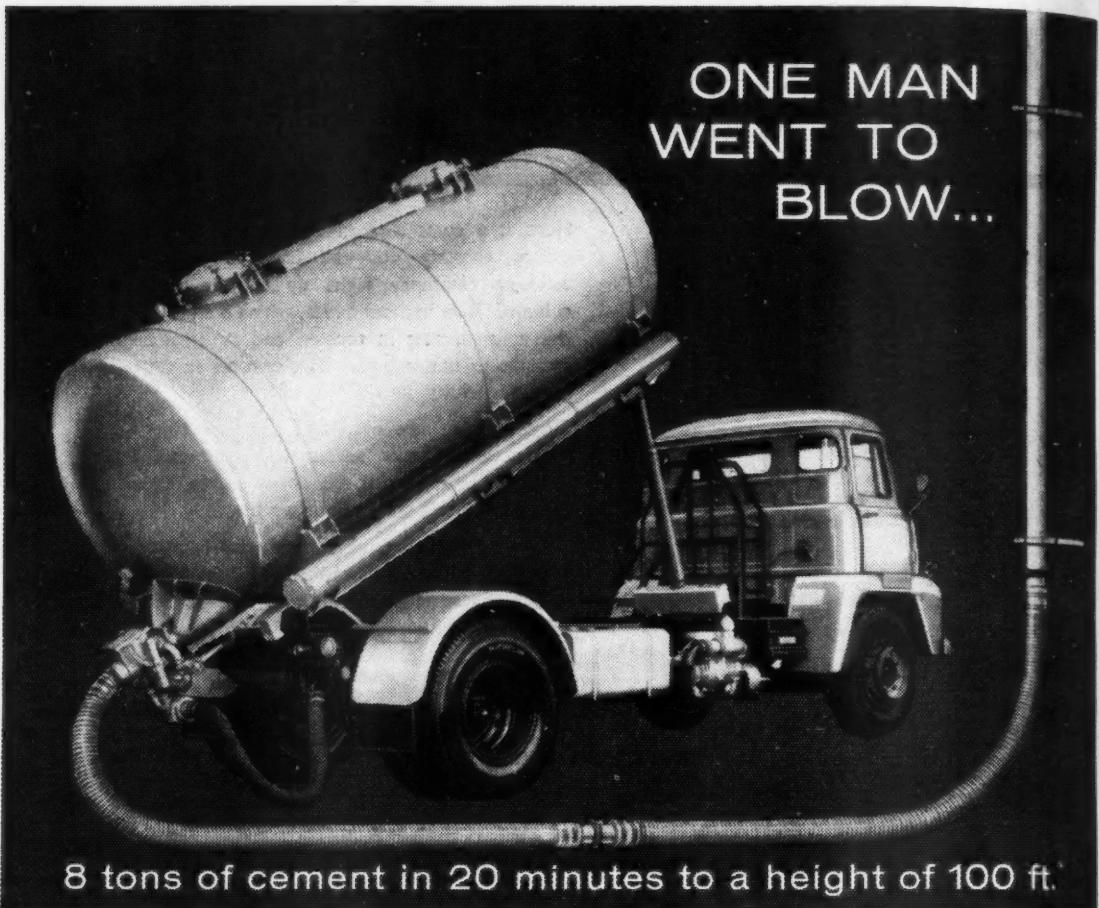
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JANUARY 13, 1961
VOL. 112 No. 2891

Research : Vital Factor

COMPARED with American practice, expenditure on research by typical British manufacturers—where any such research is carried out at all—represents a relatively high proportion of the market value of the vehicles produced, because of a more limited output. This is inevitable, so it is to the credit of the British industry—and a source of profit—that research projects have mainly been based on a realistic appreciation of operators' immediate problems.

Waste has largely been avoided and it is symptomatic of the industry that, in some cases, a trend originating in America or in a Continental country has been continued by a British maker after concentrated research on essential detail. There is certainly no reason to suppose that connections between British manufacturers and, for instance, American parent concerns bring anything but good.

Balanced View

The necessity to be expedient has bred a balanced view of the practical value of research. Very large sums can be spent on research to no good purpose if the work is haphazardly planned. In fact, the production of an advanced design that has no market value because of faulty detail or costly production reacts very unfavourably on the reputation of the manufacturer. Although vital conservatism might seem to have been the keynote of British makers' research policies, when looking at the end products, such is, in fact, far from the case. Many makers do try out a great many ideas on prototypes. If they are subsequently left off the vehicle, it is only because no maker will put new ideas into production until he is assured they will be worth while. The apparently slow development of air suspension and disc brakes are two current instances.

In fact, the British manufacturers have provided a very substantial contribution to the United Kingdom's export earnings. True, there is at present a slight slump in commercial vehicle exports, compared with the record month of May, 1960, when 14,404 vehicles and chassis of all types were sold outside this country. But when viewed in perspective, even the 9,936 units exported in October last (the latest published figures) had a total value of £7,393,605. In the first 10 months of 1960 British manufacturers exported units worth over £90m. It is almost certain that the full year's total will top £100m.—a fine achievement.

Leading the World

Commercial vehicle operators in this country have considerable reason to be thankful for British manufacturers' efforts, because attempts to export inevitably result in better, more tried, designs being available. This country leads the world, for instance, in semi- and fully-automatic transmission systems. Reviewing the potential of research at a different level, however, shows that a full order book can foster semi-stagnation. Conversely a flagging market produced by competition that is too keen, or by the good-wearing properties of older vehicles, can act as a stimulant to design progress.

When this condition develops, the need for additional funds for research projects can be an acute financial embarrassment to the manufacturer unless it has been provided for in cost schedules. Whilst the majority of makers have the foresight to recognize that long-term research is the basis of stable enterprise, full appreciation of its value should not be dissipated by a smug attitude to a healthy market.

Long-term research is liable to be confused, in practice, with short-term research relating to models being developed for production within a few

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TEMPLE PRESS LIMITED

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Bowling Green Lane, London, E.C.1.
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Annual Subscription Rate : £3 10s.
U.S.A. and Canada : \$10.00.

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years. The thought processes of long-term research workers should be divorced from the duress of short-term action, but an essential corollary is an awareness by management of the implications.

How many long-term research test vehicles are in operation, as distinct from advanced prototypes and vehicles equipped to evaluate the characteristics of a particular type of component? It is the responsibility of management to evaluate the period in prospect covered by the long-term research policy of the company. A period of 20 years, although arbitrary, could well be taken as a useful measure. To evolve the vehicle of the future on this basis could produce applicable results in a much shorter time.

How many British manufacturers can claim to be forward thinking to this extent? Taking stock of the future on these lines could be all-important to the industry and, of course, to operators.

Is it Wise?

DEFINITELY a step in the right direction. That will be the reaction of all long-distance haulage members of the Road Haulage Association to the news, in this issue, of publication of the R.H.A. rates guide. The guide is coupled to a code of conduct designed to discourage flagrant rate-cutting. *The Commercial Motor* applauds the move.

Whether the rates committee is wise, however, to charge £3 10s. for each copy is another matter. As value for money £3 10s. is a small price to ask. But it is a large enough sum to discourage some small hauliers who might otherwise benefit from such an invaluable guide.

Bird's Eye View

Jack-of-all-Trades

TWO weeks ago I light-heartedly referred to a startlingly wide normal user in an application for a carrier's licence; it ranged from carrying tank commodities to furniture. It is possible, of course. Mr. H. G. Bird, of Bonallack and Sons, Ltd., was telling me this week that the vehicle in question would be fitted with alternative demountable bodies built by his company.

A further insight into this comparatively new technique is given by my colleague, P. A. C. Brockington, on pages 836-838 of this issue.

I suppose there is really no reason on earth why, if he could get it licensed, a man should not—in this fashion—own a combined tipper-van-flat-tanker-bus. Perhaps, with Bonallacks' help, Pressed Steel would make it into a road-railer as well. Some advanced operator might even make it a hovercraft, as well.

Birch and Bar

IN our innocence, we sent a Christmas card (litho with huntsmen and hounds apparently out of control outside the old Temple Bar at Theobalds Park) to John Birch, managing director of Birch Bros., Ltd. Mr. Birch is the personality featured above. He thanked us with great courtesy and pointed out that Temple Bar, much as depicted, was their registered trade mark and asked whether we were thinking of infringing it.

Men Who Make Transport

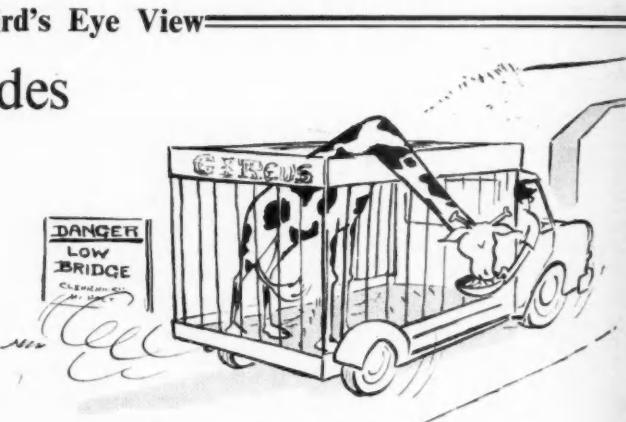
A SMALL crowd of curious, maybe somewhat morbid, passers-by gathered in Broad Sanctuary, London, on a day in the year 1846. Just another street accident. A driver had fallen off his cart and seemed to be in a bad way.

At home his wife and two young sons awaited his return in vain. In fact, his neck was broken. But Mrs. Birch—the Widow Birch as London came to know her in succeeding years—overwhelmed as she must at first have been by the sudden tragedy that had afflicted her family, set a firm face towards the future and somehow managed to keep her husband's small business together. It is still flourishing.

Indeed, it has flowered through the years in a fashion that the unfortunate Birch of nearly 120 years ago could hardly have dreamed of: Birch Brothers, headed by John Manley Birch, great-grandson of the firm's founder, today has 200 people on the payroll, operates taxis, coaches, buses, private hire, as well as local services in Bedfordshire and Hertfordshire, and long-distance road links between London, Hitchin, Bedford and Rushton. Here, surely, is the oldest-established road transport organization in Britain—the oldest, at any rate, still in private hands.

It is manifestly impossible to talk to John Birch without discussing history. His functional office in the hidden recesses of Kentish Town is redolent of the past, with its pictures of old London horse-drawn buses which got you around our great Metropolis a good deal more quickly than our red monsters manage to do nowadays. There's a portrait of a great uncle, one of his predecessors in the business. "A tough character, he was," muses his descendant, "a very tough character indeed."

It is a toughness, I judge, characteristic of this remarkable family through the several generations since it entered the transport field. The "Widow Birch" must have been



It seems that the company adopted the mark in commemoration of the fact that their first omnibuses passed under the Bar as long ago as 1847. The route then was from The Monks' Pimlico (presumably a place of refreshment) to Mansion House. John Birch's father handled the reins going through the Bar at the age of nine in 1878, shortly before it disappeared. It was a happy feat he was glad to boast of to the end of his life.

Under the Spreading . . .

A GRIMSBY blacksmith was fined £1 recently for parking his van for more than 24 hours in a parking place. How long had the van been there? Eight weeks.

John Manley Birch



*Few jobs he could not tackle if he had to—
Mr. J. M. Birch.*

tough. Her two sons certainly were: they were pitchforked into hard work before they reached their teens—not unusual in those days when people had to look after themselves without the buttress of a kindly Welfare State.

The history of the company in its present form began

By The Hawk

Calendar King?

I DO NOT really know who could rightly be accorded the title of "Calendar King," but I do think a strong contender would be the British Transport Commission's publicity designer, Mr. H. D. Muirhead. Apart from a positive flood of general publicity material for the Tilling bus companies' use, every year he produces magnificent calendars for his companies. This year's, which features carriages (horse, not the other firm) maintains his very high standard.

Some time ago the B.E.T. group advertised for a counterpart to Mr. Muirhead—someone they have never had. Whoever he turns out to be, I don't envy him. The competition is too good—which, in a sense, is not such a bad thing. High-class competition stimulates better ideas.

Belted

A SLOW-MOTION film, taken of live subjects testing nylon seat belts on the rocket sled at the Royal Aircraft Establishment, Farnborough, was shown to the Press recently by British Nylon Spinners, Ltd. It demonstrated that even with violent deceleration of up to 12g, a nylon safety harness provides a firm but gentle restraining action, and there is no sign of any dangerous whiplash effect.

At the same time, we were shown a new nylon harness designed by Michael Richmond, Ltd., which is aimed primarily at fleet operators. This is a revised version of the combined hip belt and shoulder strap harness already available to private motorists. It has an adjustable end-plate so that, with only two sizes, it is possible to fit almost any vehicle. I wonder, though, whether eight-wheeler drivers would use them.

in 1899, when the two sons of the "Widow Birch" rejoined forces after a period of separate activity. John Birch started out as a coachbuilder, for which craft he was trained at the London School of Coachbuilding. Then he joined the Brush Electrical Engineering Company as a student, passing through the drawing office, working in the sawmills, and so on, and doing some coachbuilding as well. There he stayed until 1932, when he joined the family business which was still, at that date, a coachbuilding concern on a modest scale. Since then, of course, ventures in many different directions have brought Birch Brothers on to an altogether different plane.

John is especially proud of his pioneer work with diesel-engined taxis. That led to big business: his company supplied 1,400 engines, and in most cases fitted them as well. Now the experiment has been a proven success for years—fuel economy is a notable feature of the diesel taxicab engine, and this has been achieved without sacrificing performance.

Innovations

Innovation did not stop there. Everybody concerned with the maintenance of vehicles is by this time familiar with the "swimming pool" type of pit. The system involves the excavation of the whole pit area so that it assumes the appearance of a swimming pool. Runways are constructed along which vehicles can be driven, and mechanics are able to move freely about underneath unhampered by dim lighting.

J. M. Birch chalks this up as one of his achievements, and justifiably so. For, in co-operation with a civil engineer, Mr. J. H. A. Crockett, he devised the whole thing. Soon after the new pits had been tested John Birch estimated that the saving of time in various maintenance operations was something like 25 per cent. compared with the old-style pits. Moreover, he thinks that the standard of work shows considerable improvement by virtue of better lighting.

These activities were additional to the running of the Birch routes from Bedford to Rushton, Luton (Vauxhall works) to Henlow Camp, Rushden to London, and others, hiring coaches for private work, holiday excursions, coach tours—for example, to Eire, Wales and the Lake District—and, of course, taxis. The small beginnings of more than 100 years ago have expanded so that today the name of Birch Brothers is known throughout the industry.

Utilitarian

John Birch works in a strictly utilitarian atmosphere. He is a "shirt-sleeves" man, though not literally. One feels that there are few jobs around the place that he could not tackle were occasion to demand it.

The esteem in which his friends and competitors hold him is evidenced by the many jobs he has been invited to do for the industry: Chairman of the Passenger Vehicle Operators Association from 1947 to 1950; chairman of the Public Transport Association from 1955 to 1957; chairman of the National Road Transport Federation from 1958 to 1960; on the Council of the Institute of Transport (a position he has now relinquished)—these are some of the interests which have kept him busy outside his office, and sometimes, I imagine, inside it too. The City values him and his family. John is a Liveryman of the Worshipful Company of Carmen, of which his brother remains a Master.

The Birches of bygone generations were doubtless rough-and-ready people. They had to be to make a living in bitterly competitive days. John Manley Birch is a worthy successor. Although certainly not rough, my impression is that he's a ready man, well able to look after himself in the special circumstances of the road transport industry today.

H.C.

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- Review of Mirrors, pages 832-834.
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NEXT WEEK

- Petrol and Oil Engine Comparative Tests.
- Magistrates Under Scrutiny.
- Are Heavy Tipper Best?

R.H.A. to Publish Rates Guide Soon

A RATES guide for long-distance hauliers is soon to be published by the Road Haulage Association, coupled to a "code of conduct." The guide is intended to be confidential and will be available only to R.H.A. members, who will have to pay £3 10s. for a copy.

It is not a rates schedule. Operators offering special services will expect to charge higher rates than those in the guide, the R.H.A. stated this week.

The guide was compiled from rates submitted to the long-distance group of the R.H.A. by hauliers in 77 "key towns," chosen for their position. Basic rates were then calculated for various consignments and tonnages between the key points. A total of 140,000 rates were thus assembled. It is the tremendous work involved in this compilation which, to a large extent, decided the R.H.A. to charge for the guide.

The guide will be in the form of 79 code numbers, ranging from the lowest classification of traffic over the shortest distance to the highest classification over the longest route. Each code number corresponds to six different rates per ton.

FINDING THE WINNER

THE Vehicle Security Committee of the Road Haulage Association are to meet on Tuesday to consider the entries received for the competition to find the best security device. About 50 entries were submitted.

On Wednesday, the R.H.A. licensing committee will again consider the thorny question of the unlawful operation of vehicles on building and road construction works. They will also give further consideration to a general review of the licensing system.

The public relations committee and the long-distance committee are due to meet next Thursday.

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Accused of Attempt to Defraud Tyre Firms

THE case against eight men charged with conspiring to defraud tyre manufacturers opened at a special sitting of Bristol Assizes on Monday. The prosecution alleged that scrap tyres were submitted as being defective, and concessions, usually in the form of reduced prices for replacement tyres, were allowed.

The accused are: Morton Charles Cullimore, 60, a director of several companies, of Amberwood, London Road, Stroud; George Malcolm Campbell Robertson, 46, of Blakeney Road, Horfield, Bristol; Clifford John Guy, 31, of Blagrove Close, Hartcliffe, Bristol; Raymond Ronald Holcombe, 26, of Hersey Gardens, Withywood, Bristol; John Grant, 30, of Costiland Drive, Hartcliffe, Bristol; William Henry Creed, 67, company director, of Charlton Avenue, Filton, Bristol; John Huggins, 42, of St. Lucia Crescent, Horfield, Bristol; and Ian Keith Marshall, 27, of Hengrove Lane, Knowle, Bristol.

Creed and Cullimore were described as directors of Luxton's Tyre Services, Ltd., Upper Maudlin Street, Bristol, and Guy was said to be the company's manager.

Huggins and Marshall were said to trade as Tyre Services (Bristol), and Robertson on his own account as a tyre dealer. Grant and Holcombe worked for him.

Forgery Charges

In addition to the charge of conspiring to defraud the Tyre Manufacturers Conference, Robertson and Grant were accused of forgery. Guy was charged with Creed and Cullimore with uttering forged documents.

Marshall, Robertson, Guy, Creed, Huggins and Cullimore were also charged with obtaining credit notes by false pretences.

Opening the case for the prosecution, Mr. Donald Sumner, Q.C., told the jury that the various defendants had obtained from tyre manufacturers concessions to which none of them was entitled. Manufacturers of big tyres, he explained, did not guarantee them but made concessions to the users which could be obtained through a registered tyre dealer on completion of a form that went to a company known as the Tyre Manufacturers Conference.

Constitution of T.M.C.

The company consisted of all the manufacturers of tyres in this country and was designed to look after their interests generally. When dealing with concessions, the manufacturers always abided by the decisions of a panel set up by the Conference.

Robinson, he said, bought up large quantities of scrap tyres and sorted out the ones to be sent for concessions. Luxton's received them and Guy completed the application form—the trader's part. Holcombe and Grant supplied the fictitious names of users.

Mr. Sumner told the jury they would be surprised to hear that a housewife or

a widow had been named on forms submitted with a view to concessions being granted, as users of heavy lorry tyres.

Cullimore, he explained, was also a haulage contractor and director of Morton C. Gravels, Ltd. The jury would hear also of a "Cullimore Sandpits." But there was no such business; it was just fiction and Cullimore had admitted he knew the company's name was used.

"A very large number of forms were put in in the name of Cullimore Sandpits by Huggins and Marshall, and concessions were obtained," said Mr. Sumner.

Robertson was said to have told the police: "I only did it because to the best of my knowledge it is the accepted practice in the trade."

Marshall said: "I cannot see there is any defrauding of anybody."

Guy was alleged to have said: "I knew what was going on but felt obliged as an employee of Luxton's to continue."

Creed, alleged Mr. Sumner, said he knew Huggins and Marshall were using the names of people who did not own vehicles.

Four New G.M.C. Six-wheelers

FOUR new goods models have been introduced by the G.M.C. Truck and Coach Division, Michigan, U.S.A. All are normal-control six-wheelers powered by V-6 petrol engines and the standard basic types have gross weight ratings of 15 tons 12 cwt. and 19 tons 3 cwt., each version being available with either vacuum or air brakes. Heavy-duty axles are offered, and these increase the weight ratings to 20 tons 2 cwt. and 21 tons 11 cwt. respectively.

Low cab-floor height is one of the features claimed for the new vehicles, this height being 3 ft. 2 in., with 3-ft. 6-in.-long running boards 2 ft. above ground level. Ease of engine access is another claimed feature, the alligator bonnets lifting by 4 ft. to give generous engine exposure. All the models have double-drive rear bogies, with third differentials.

GOODS APPEALS

THE FOLLOWING appeals are to be heard by the Transport Tribunal at Watergate House, 15 York Building, Adelphi, London, W.C.2, at 10.30 a.m.

January 17. W. Viney, Ltd., J. Button and Sons, H. H. V. Guest Road Services Ltd., E. J. Bennett and Sons, and Frome Warehouses v. Edwards Transport (Frome), Ltd. The British Transport Commission v. Edwards Transport (Frome), Ltd.

January 18. Hill and Sons (Botley and Denmead), Ltd., v. W. G. Golding and Sons, Ltd.

Brothers Jailed for £14,000 Lorry Hauls

TWO brothers were alleged by Mr. Paul Wrightson, prosecuting, at the Old Bailey last Friday, to have evolved a system for defrauding manufacturers by posing as genuine transport contractors.

Geoffrey Michael Ruff, 23, haulage contractor, of no fixed address, was sentenced to seven years' imprisonment after pleading guilty to stealing loads of timber, rubber boots, fluorescent and Tungsten lamps and cases of blackcurrants to a total value of about £2,333. He asked for 15 other similar offences involving £12,105 to be taken into account.

His brother, William Edward Ruff, 30, also a haulage contractor, of Manor Road, Stoke Newington, N.1, found guilty on three charges of stealing 450 boxes of sultanas worth £900, 48 cartons of rubber boots, and lamps belonging to the General Electric Co., was sentenced to four years' imprisonment.

Their cousin, Albert Ruff, 29, firewood dealer, of St. Pancras Way, St. Pancras, N.W.1, and Leslie Maroney, 26, driver, of Flaxton Terrace, King's Cross, N.1, who were also found guilty of stealing the rubber boots and the lamps, were each sentenced to three years' imprisonment.

The jury were discharged from giving a verdict against Geoffrey and William Ruff alleging a conspiracy to steal goods entrusted to them, and against William and Albert Ruff and Maroney in respect of the load of blackcurrants.

False Number Plates

The brothers evolved a system for defrauding manufacturers by posing as genuine transport contractors when they were nothing of the kind, said Mr. Wrightson. After obtaining possession of goods for transport by road they stole them. They were assisted by Albert Ruff and Maroney, their lorry driver.

The brothers bought two lorries on hire-purchase and then obtained a number of false number plates and stolen road fund and carriers' licences, which were forged to correspond to them.

After goods were stolen, false number plates and licences would be taken off the vehicle and a start made again. The goods which formed the subject of the charges were collected from various firms in Lancashire.

AUSTIN GEAR-CHANGE ALTERED

THE AUSTIN 152 Omnibus to be exhibited next week at the Brussels Show (see pages 840-841) will have a new floor-mounted gear-change mechanism which replaces the steering-column lever originally fitted. The remote mechanism is almost identical to that used on the recently introduced 10/12-cwt. van, but the gear lever itself has a slightly different shape.

This welcome modification applies also to the Morris versions of this vehicle, known as the J.2 models. At the same time, the Austin Motor Co., Ltd., also announced that their official payload rating for this model had been increased from 15 cwt. to 16/18-cwt., although this rating has actually been in effect for some months now.

The Last Round-up

Well known to many lorry drivers in the North, particularly the ones who have had an enforced stay there with their vehicles snowbound on the surrounding moors on the Manchester to Sheffield road, the famous George and Dragon Inn has closed after 315 years. As many as 40 drivers have been stranded there together for as long as five days.



Dodge Try Japanese Engine

It is reported from Japan that an Isuzu DA-120 125-b.h.p. oil engine was sent to Dodge Bros. (Britain), Ltd., last year, following approval from the Chrysler Corporation of America. This move took place after a visit of Chrysler personnel to Japan last March and May.

The Japanese unit is stated to have arrived in England in September, and is said to be under test in various Dodge chassis. The DA-120 is a six-cylindered unit of 6.126-litre capacity, and its governed speed is 2,600 r.p.m.

The sending of this engine is reported to have aroused much concern among the Japanese automotive industry, as it is felt that if Isuzu can succeed in entering into a contract with Chrysler by becoming their suppliers of oil engines, Isuzu's position in the industry would be greatly enhanced.

A spokesman for Dodge Bros. (Britain), Ltd., said: "We are continually investigating diesel engines in various parts of the world and will continue to keep abreast of developments in this field."

Fleetlines For Sunderland

AN ORDER for rear-engined Daimler Fleetline double-decker forward-entrance buses has been placed by Sunderland Transport Department with Transport Vehicles (Daimler), Ltd. This follows an order by Birmingham Corporation (The Commercial Motor, November 25) for 10 Fleetlines for experimental service.

Daimlers have received orders, they said this week, worth more than £235,000 for bus chassis from 10 other municipal bus undertakings. These are Gt. Yarmouth, Grimsby and Cleethorpes, Swindon, Northampton, Coventry, South Shields, West Bromwich, Walsall, Derby and Aberdeen.

Gt. Yarmouth have ordered Daimlers for the first time. They, and the others apart from Birmingham and Sunderland, have specified conventional vehicles. Gt. Yarmouth have asked for 27-ft.-long and 30-ft.-long double-deck chassis and single-deck chassis for one-man working.

THE LEYLAND MILLIONS

GROUP profit, before tax, of Leyland Motors, Ltd., for the year to September 30 last, was £9,161,099, compared with £5,334,901 for the previous year.

After income tax and profits tax, the net profit comes out at £4,624,245, compared with £2,685,630. The annual meeting is to be held on February 22.

Men in the News

MR. B. G. BUTLER has been appointed secretary of Transport Brakes, Ltd., Brislington, Bristol, in succession to Mr. R. TACHI.

MR. E. H. B. PALMER, the traffic consultant, is now available again in the Metropolitan area, at Great Amwell House "A," Great Amwell, Ware, Herts.

MR. J. A. WALMSLEY has been appointed sub-manager at the London branch of Bowmaker, Ltd., 55-56 St. James's Street, S.W.1. Joint managers are Mr. J. R. THOMSON and Mr. L. H. GORD.

MR. G. F. NOAKES, principal stores assistant, has been appointed an officer of the London Transport Executive with the title of stores superintendent. He is responsible to the supplies officer for controlling the stores organization of the Department. Mr. Noakes is 53.

MR. DESMOND LOWE has been appointed advertising manager of the India Tyre and Rubber Co., Ltd. Mr. Lowe joined the tyre industry in 1937 and joined the India tyre concern after demobilization. Latterly he has been assistant advertising manager, working with the late **MR. R. M. DAVIS**.

MR. J. WOOD has been appointed principal catering assistant, London Transport.

MR. H. J. BILLING, sales director of Metalastik, Ltd., has been appointed to the board of the John Bull Rubber Co., Ltd., Leicester.

MR. S. H. LEAKE has resigned his appointment as a part-time member of the London Transport Executive owing to the increasing demands of his personal interests.

MR. P. M. KENNEDY, a field-service engineer with Leyland Motors, Ltd., leaves England by air today to start a 28,000-mile servicing trip through the Caribbean and South America.

MR. A. BROOMHEAD has been appointed deputy managing director of Thos. Firth and John Brown, Ltd. **MR. F. WORTLEY**, a director of the company, has been appointed general works manager.

MR. WILFRED WADHAM, director of Wadham (Holdings), Ltd., Waterlooville, has been appointed technical director. **MR. A. E. I. BARRETT** has been appointed service executive of the company.

MR. A. H. EVERITT has been appointed a director of the National Plywood Cor-



Mr. W. A. Galbraith

MR. W. G. WOODS, who was in charge of the contracts and developments section of Chloride Batteries, Ltd., has retired after 32 years' service with the company.

MR. WALTER ANDERSON GALBRAITH has been appointed sales director of The Yale and Towne Manufacturing Company's British Materials Handling Division at Wednesfield, Staffs. Mr. Galbraith joined Yale in November, 1959, as general sales manager of the British Materials Handling Division, and was formerly chief sales engineer in Babcock and Wilcox's Materials Handling Division.

Obituary

WE regret to record the death of **MR. A. E. OAKDEN**, **MR. MICHAEL GARNET KEELER**, **MR. JOHN BAILEY**, **MR. PERCY BONALLACK** and **MR. J. J. EDGAR**.

Mr. Oakden had been transport manager of Johnson Brothers (Hanley), Ltd., for 10 years. He was 50 years of age.

Mr. Keeler, who was 69, represented Small and Parkes for the sales of industrial friction materials and industrial textiles in the Sheffield area. His association with the company dated from 1918.

Mr. Bailey, proprietor of Bailey's Bus Services, of Fangfoss, near Pocklington, Yorks, was 56. He was a former chairman of the York sub-area of the Road Haulage Association, and vice-chairman at the time of his death. He was a bachelor.

Mr. Bonallack, of Woodford Green, Essex, a former partner and director of Bonallack and Sons, Ltd., of Basildon, was 77. He was the brother of Mr. Walter Bonallack, chairman of the company until 1957, and the uncle of the present chairman, Mr. R. F. Bonallack.

Mr. Edgar, who recently retired from his post as senior traffic examiner of the Northern Traffic Area was awarded an M.B.E. in the latest New Year Honours list. He had served with the Ministry of Transport since the inception of the 1930 Road Traffic Act, and became a traffic examiner in 1936. Mr. J. A. T. Hanlon, the Northern Licensing Authority, said that Mr. Edgar was a "most valued" member of his staff.



Mr. W. G. Woods being presented with Premium Bonds worth £73 by Mr. C. F. Pritchett, director and general manager of Chloride Batteries, Ltd. In the centre is Mr. A. C. Stewart, sales manager.

MR. JOHN McHUGH, chief engineer (vehicles); **MR. GERRY WARING**, proving and development engineer; and **MR. J. McGOWAN**, press-work-section engineer, formed a party from Leyland Motors, Ltd., who flew to the U.S.A. last Saturday to attend the 1961 International Congress and Exposition of Automotive Engineering, being organized by the Society of Automotive Engineers in Detroit. The Congress started on Monday and ends today, after which the Leyland engineers intend to visit factories of the three largest American vehicle manufacturers.

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poration, Ltd., a member of the Gliksten group of companies. **MR. R. C. J. PASOLINI** and **MR. A. BROWN** are appointed directors of Gliksten Export Sales, Ltd.

MR. H. EVAN PRICE, a member of Dunlop's Birmingham board, was awarded the M.B.E. in the New Year Honours list for his work with the City of Birmingham Special Constabulary of which he is Chief Commander. Mr. Price is on the board of the Dunlop Rim and Wheel Company and is an official of the British Cycle and Motor Cycle Industries Association, Ltd.

Old Customers Left to Their Own Devices

THE question of whether additional vehicles should be granted to serve old customers whose goods had been displaced by more remunerative traffic, was raised before the North Western Licensing Authority. Mr. F. Williamson, at Liverpool on Tuesday Mr. D. R. Pass, Boundary Farm, Banks, Southport, was seeking to add an articulated unit to his A licence, to which the British Transport Commission and three independent operators objected.

Mr. J. Backhouse, for Pass, said he had two similar "artics" on A licence, with a wide normal user, whose earnings had increased from just over £3,000 to more than £7,000 in 12 months. Until six months ago work done for Ferry Trailers, Ltd., a subsidiary of British Road Services, was 65 per cent. of the total. Now it was practically 100 per cent., and other customers' needs were not being met. Drivers were being worked seven days a week and vehicles were in for maintenance only once in five or six weeks.

No Hiring Allowed

Questioned by Mr. G. H. P. Beames, for the B.T.C., Mr. Pass said Ferry Trailers' work into and out of Preston was good traffic as they supplied tractors only. Trailers, sheets, ropes, etc., were supplied by the customer. But Ferry Trailers would not allow hiring and when he sought to work his vehicles four days a week only for them, so that he could serve other customers, he received an ultimatum that they must work full time. There was a shortage of tractors with Scammell couplings.

Mr. Beames submitted that because of its attractiveness there was no shortage of hauliers for Ferry Trailers' work. They were not supporting the application and the evidence by four witnesses of a need for facilities in Western Lancashire to haul farm produce to market, could be covered by a limited B licence.

Left Other Customers

Mr. Williamson said the applicant was largely the author of his own difficulties. For 10 or 12 years he had worked for local farmers and the Ministry of Food, and had now concentrated on Ferry Trailers and left his other customers to their own devices. He was not satisfied that the farmers would benefit if an additional vehicle was granted with a wide normal user—it might well go to Ferry Trailers.

After the parties had agreed to a normal user restricted to the farm work, the application was granted.

HIGHER FARES SOUGHT

MOST of the big Midlands bus and coach companies have filed applications to increase fares on express services by 8½ per cent. Some of these are also seeking to increase excursion and tours fares.

Reason for the application is summed up in the words of a spokesman of the Trent Motor Traction Co., Ltd., who said: "These increases are caused by wage rises and the introduction of a shorter working week."

The Trimming of an Open User

A HAULIER who operates two vehicles on A licence in the North Western traffic area, one with a normal user of general goods, Great Britain, and the other restricted to Liverpool and Manchester districts, had his open user trimmed at Liverpool on Tuesday after telling the North Western Licensing Authority, Mr. F. Williamson, that to some extent they worked together and it was news to him that the normal user of the second vehicle was so restricted.

He was Mr. E. Hesketh, a partner in E. Hesketh and Sons, Rainhill, who sought renewal of an A licence for one vehicle, which was opposed by the B.T.C.

Mr. J. Edward Jones, for the applicant, in face of the objection to general goods, Great Britain, submitted that the figures justified a normal user of "glass, machinery, steel and provisions, electrical appliances and equipment and carbon brick; Lancashire, Cheshire, Yorkshire, Midlands, South Wales, West of England, Scotland, London and South Eastern Counties."

The submission of Mr. G. H. P. Beames, for the B.T.C., that 160 of the 191 journeys were to the first six areas mentioned and no more was justified, was supported by Mr. Williamson, who said that in view of the user of the second vehicle, this one also should be restricted. The applicant agreed and the renewal was granted.

NEW LAYCOCK DEPOT

THE new Scottish area sales and service depot built for the garage equipment division of Laycock Engineering Ltd., was opened on Wednesday at Wilson Place, Nerston, East Kilbride, Glasgow.

The new depot, under the management of Mr. George Affleck, serves the northern counties of England, the whole of Scotland and Northern Ireland.

T.U.C. and the Transport White Paper

From Our Industrial Correspondent

T.U.C. chiefs are to see Mr. Ernest Marples, Minister of Transport, next Wednesday to discuss with him the Government's proposals for the nationalized transport industry. The union leaders are anxious to get from him clarification of a number of points in the Government's recent White Paper. They feel that some parts are obscure and others contradictory.

One is the position of the nationalized section of road transport, which under the plan would come under a new holding company. They will want to know in much greater detail how this company will operate and what its functions will be.

They are also anxious to know just what the Minister's own powers of control and co-ordination are going to be in the new railway set-up proposed in place of the British Transport Commission.

The union deputation will be headed by Mr. Fred Hayday of the National Union of General and Municipal Workers, who is chairman of the T.U.C. nationalized industries committee. It will include Mr. Frank Cousins, general secretary of the Transport and General Workers' Union, as well as leaders of the three railway unions.

Besides seeking information, the deputation will put forward their own views for improving the scheme.

T.U.C. policy, reaffirmed as recently as the last congress at Douglas, Isle of Man, last September, favours an integrated transport system covering road, rail, water and air services.

This presupposes some central co-ordinating authority, and the union chiefs will, in principle, oppose any further decentralization.

CHEQUES FOR DRIVERS

ON behalf of the Michelin Tyre Co. Ltd., the Lord Mayor of Stoke-on-Trent will present cheques tomorrow to two drivers of the Michelin company, Mr. D. Roberts and Mr. R. Davies, winners of *The Commercial Motor* diplomas of merit in the 1960 Lorry Driver of the Year competition.



Another new British vehicle which will be in Belgium during the Brussels Motor Show, due to open next Wednesday, is this Smith's-N.C.B. battery-electric delivery vehicle. It is one of several supplied recently to the Ganco organization in Ghent, and is used on Coca-Cola deliveries.

Six More Vehicles for Northern Steel Carriers

SIX vehicles were granted to two Northern hauliers for the conveyance of long lengths of steel at Stockton on Tees last week by the Northern Licensing Authority, Mr. J. A. T. Hanlon who, during his decision, criticized the transport manager of Dorman Long (Steel), Ltd., for not attending the court.

The companies concerned, Sunter Brothers, Ltd., of Northallerton, and Siddle C. Cook, Ltd., of Consett, were applying for four articulated vehicles and three articulated pole vehicles, respectively, all on short-term.

For Sunter Brothers, Mr. T. H. Campbell Wardlaw said that his clients wished to operate the vehicles, 40 ft. in length, on normal users authorizing machinery, plant, steel, abnormal and indivisible loads and long lengths, "to and from all parts of Great Britain."

To meet the objectors, the applicants were prepared to give an undertaking that the vehicles, if granted, would be used solely to convey loads exceeding 30 ft. in length and would not be employed on any other traffic.

Not Applicable

Mr. I. Robey, for the B.T.C., objecting, submitted that under the provisions of Section 170 of the new 1960 Act, short-term licences could only be granted on a temporary basis for the purposes of a seasonal business, for executing a particular piece of work, or for any other purpose "of limited duration." None of those conditions applied to the application.

That section of the Act should not be used as a bridge between an application and the substantive hearing and decision. Not only would it be opening a back door into the haulage industry, but it would be a second front door. The result would be chaos and would destroy the balance of transport entirely.

Giving his decision, Mr. Hanlon said that until the recent judgment in the B.T.C. v. Siddle C. Cook appeal, short-term licences had been granted "without prejudice" to the consideration of the substantive application, and it had always been taken that the working figures of operations under the short-term licence would not be used as support for the substantive application.

Full-scale Trial

The expression had now ceased to have any meaning. "This, in my view, is likely to react against the industry and against flexibility of transport, unless, in future, licensing authorities say they won't grant short-term licences unless an applicant undertakes that he won't put the figures in at the substantive application," said Mr. Hanlon. There would have to be a "full-scale trial" if a short-term application was opposed.

Granting Sunter's four vehicles, Mr. Hanlon said that it was most undesirable that there should be any *ad hoc* arrangements to carry special-type traffic on vehicles not designed for that purpose.

Dealing next with the application of Siddle C. Cook, Ltd., Mr. Wardlaw said that the application was for three vehicles to carry steel and stonework to and from all parts of Great Britain.

Mr. Siddle C. Cook, the managing director, said that the application was based mainly on increased demands by Dorman Long (Steel), Ltd., who refused to send a witness to support the application. Instead, they had sent a letter to the Authority enclosing a memorandum giving particulars of loads that were unable to be uplifted by road hauliers on specific dates.

Two Vehicles Granted

Cross-examined by Mr. Robey, for the objectors, Mr. Cook said that the substantive application would be for six vehicles.

Granting two out of the three vehicles asked for, Mr. Hanlon said that in their memorandum Dorman Long's had expressed surprise that the applicants had opposed a recent application by another haulier.

They did not seem to understand how an applicant could do this while, at the same time, he was asking for additional tonnage. If they took the trouble to send a representative, they would soon find out what the position was.

"I am surprised that the transport manager of this great company does not take the trouble to come and find out what is going on. I suppose he finds out from the technical Press, but I do not think it meets with the needs of the administration of the Road Traffic Act.

FORTHCOMING EVENTS

- January 18-29.—Brussels Motor Show.
- February 2-11.—Amsterdam Motor Show. (Cars only.)
- February 6.—Institute of Transport Metropolitan Section; "The Work of the Design Panel of the British Transport Commission," by C. Bairman.
- March 3.—The Transport Golfing Society Annual Dinner and Dance, Majestic Hotel, Harrogate.
- March 5-14.—Leipzig Spring Fair.
- March 7.—Motor and Cycle Trades Benevolent Fund Annual General Meeting, Connaught Rooms, London.
- March 13.—Institute of Transport, London; "Mass Transportation," by L. C. Hawkins, L.T.E.
- March 16-26.—Geneva Motor Show.
- March 24.—Institute of Transport Annual Dinner, Dorchester Hotel.
- April 18-21.—Scottish R.P.T.A. Conference, Turnberry.
- April 22-23.—British Coach Rally, Brighton.
- May 11-17.—International Union of Public Transport Congress, Copenhagen.
- May 16-18.—Public Transport Association Annual Conference, Eastbourne.
- May 29-June 7 (provisional).—Institute of Transport visit to Belgium.
- June 5-9.—Institute of Public Cleansing Annual Conference, Aberdeen.
- September 21-October 1.—Frankfurt Motor Show.
- October 5-15.—Paris Motor Show. (Cars only.)
- October 17-18.—Road Haulage Association Conference, Brighton.
- October 18-28.—Earls Court Motor Show.
- October 28-November 8.—Turin Motor Show.
- November 10-18.—Scottish Show, Kelvin Hall, Glasgow.

£602 Wheels Fetched £79

FOURTEEN heavy-duty wheels worth £602 were stolen from a firm of haulage contractors by two lorry drivers, it was stated at Rotherham. Jack Brown, 38, of Mitchell Road, Sheffield, and Norman Smith, 39, of Bowden Wood Road, Sheffield, pleaded guilty to stealing the wheels from Mason Bros. (Haulage and Storage), Ltd., of Wilton Lane, Rotherham.

The men were each fined £20 with £79 compensation—the £79 being the amount they got from selling the wheels.

Tributes to Mr. W. P. James

TRIBUTES were paid to Mr. W. P. James, the West Midland Licensing Authority, at Hanley on Monday, when he presided at his last inquiry there before his retirement and the starting of a new appointment with the Air Transport Licensing Board.

On behalf of members of the Bar and the British Transport Commission, Mr. G. P. Crowe thanked Mr. James for the patience and courtesy with which he had always handled their cases, and wished him health and happiness in the future.

Mr. G. C. Tindall, on behalf of solicitors, said a Licensing Authority's job was not an easy one, but throughout the time he had appeared before Mr. James he had never known an applicant to criticize the way in which a case had been handled.

Bedford Sales Leap

PRODUCTION of Bedford commercial vehicles rose by 20 per cent. during 1960 compared with 1959, the total output exceeding 100,000 units for the first time. Mainly responsible for this increase were sales of medium-capacity goods vehicles and passenger chassis, the output of which increased by 26.6 per cent.; production of light vans rose by 9.4 per cent.

During 1960, 38,388 light vans were produced, of which 5,907 were exported, whilst 67,896 goods and passenger chassis were built, those exported totalling 46,310.

REES JEFFREYS STUDENTSHIP

APPLICATIONS are invited for a Rees Jeffreys studentship at the London School of Economics. It is open to any person who has been engaged in the administration of transport, including road transport, or in the production of transport equipment or facilities.

The studentship, value £500, will be tenable from October, 1961, for one year in the first instance, but may be renewed for a second year. Applications, forms for which are available from the Registrar, The London School of Economics, Houghton Street, Aldwych, W.C.2, must be returned not later than June 30.

Yorks Objections to Grant in Northern Area

DESPITE objections by six Yorkshire area caravan haulage contractors, the Northern Licensing Authority, Mr. J. A. T. Hanlon, partially granted an application by Quinn and Hall, of Darlington, to add two articulated vehicles to their B licence, at Stockton-on-Tees last week.

For the applicants, Mr. A. S. Hare said that the vehicles were at present operating under contract A licences with the Astral Caravan Co. of Hull—one with a platform of 35 ft. and the other of 30 ft. There was a substantial demand now for the longer "over-sized" caravans which could not legally be towed.

Mr. J. E. Hall, a partner in the applicant firm, said that there was still a great shortage of transport for moving the longer caravans legally. They had lost valuable customers because of their inability to cope with demands made upon them.

Asked about the suitability of vehicles to carry the longer vans, Mr. Hall said that in his opinion vans of 26 ft. could not be safely moved on double-loaders. Not only was the amount of overhang dangerous, but there was a likelihood of damage to the vans.

Regarding carrying over-sized vans on special trailers, Mr. Hall said that this was rather "skating round the law," and in view of the balance of a two-wheeled trailer being so "critical" with regard to safe towing, he did not see how any two-wheeled trailer could be designed to provide safe towing for different types of caravan.

Whilst it may be possible to design a

trailer for one specific length of caravan, it would be impossible to have one that was variable.

His firm had discussed the matter with the Rover Co., Ltd., whose view it was that the maximum possible weight which the frame of a Land-Rover could be subject to was between four and five tons. It was significant that the objectors had tried these trailers and appeared to have rejected them.

Cross-examined by Mr. R. E. Paterson, for several of the objectors, Mr. Hall said that because of the rates quoted by the objectors, they could no longer economically operate articulated vehicles under contract licence.

"Not Unsafe"

Each of the objectors gave evidence of loss of business because of the activities of the applicants who, they contended, had vehicles stationed in the area. They refuted the allegation that double-loaders were unsafe, though some were obtaining articulated vehicles because manufacturers preferred them.

Mr. Paterson submitted that it appeared that the major portion of the applicant's work was done for customers outside their geographical area, and suggested that if the Authority found there was a need, it should be limited to the necessity for assisting local difficulties.

Giving his decision, Mr. Hanlon said he was satisfied that a case had been made out for one vehicle only, subject to the surrender of a vehicle on the contract A licence.



The rear bogie of one of the A.E.C. Militants which have been sent out to Poland is seen undergoing articulation tests at the F.V.R.D.E. Four of these A.E.C.-Eagle outfits will be engaged on oil-well operations in the Tatra mountains.

A.E.C.'s Firm Export Policy

VIGOROUS steps to increase their business overseas has been taken by Associated Commercial Vehicles, Ltd., reports Lord Brabazon of Tara, chairman, in his annual statement to shareholders. In the home market, the demand for the company's products indicated that further increases in turnover would take place in the current year.

A.E.C. had increased their substantial holding in J. H. Plane Africa, Ltd., which was progressively manufacturing their range of vehicles and was managing their distributorship for both South Africa and Rhodesia. Sales for those territories showed a substantial increase over their previous level.

The Belgian subsidiary, A.E.C. Continental S.A., was operating profitably, and the manufacturing and distributorship agreements entered into with two companies in Holland would, to a large extent, offset the adverse repercussions they might otherwise have experienced through the formation of the European Common Market.

In Canada they had appointed Orenda Industrial, Ltd., as distributors for the range of A.E.C. industrial engines and there were now more than 1,000 A.E.C.-engined Can-Car buses in Montreal alone.

"Our export policy is to strengthen our representation in all parts of the world," said Lord Brabazon.

Net profit, as reported earlier, was £783,357.

VANISHING PROFITS

FOR the half-year ending September 30, last, Birmingham Transport Department report a net profit of £28,100, compared with a profit of £126,808 for the same period of 1959. A continued drop in passenger receipts and additional operating costs are blamed for the decline.

A deficit is expected for the year ending March 31 next.

Despite a slight recent improvement in recruiting, there was still a shortage of 379 drivers and 270 conductors at December 1.

A.E.C. "ARTICS." FOR POLAND
INTENDED for operation in the Tatra mountain ranges, four A.E.C.-Eagle articulated outfits have recently been exported to Poland for work on oil-well exploitation projects. The tractive units are Militant 6 x 6 vehicles, with A.E.C. 11.3-litre oil engines, five-speed constant-mesh gearboxes and separately mounted auxiliary and transfer boxes.

Winch gear with a capacity of 25 tons is carried behind the cab, whilst the cabs themselves are special Duramin assemblies with two sleeping bunks. The outfits can cope with payloads of 20 tons and will operate at 40 tons gross train weight.

The overall length is 63 ft., and before being shipped to Poland the vehicles were extensively tested at the Fighting Vehicle Research and Development Establishment at Chobham.

Preston Fares Raised

"More New Buses Needed"

AN application for higher fares, described by Mr. F. W. Williamson, chairman of the North Western Traffic Commissioners, as "reasonable," was granted to Preston Corporation last week.

The increases, which come into effect on Monday, affect all fares above the present 3½d. charge, to which ½d. will be added. Children's fares will be raised accordingly, but concessionary fares for old-age pensioners will remain unchanged.

Preston local services, operated jointly with Ribble Motor Services, Ltd., and Scout Motor Services, Ltd., are also

concerned in other new fares increases.

The Town Clerk of Preston, Mr. W. E. E. Lockley, said it was anticipated that the undertaking would have a deficit of £6,551 by March 31 next. If the application were not granted the deficit in 1962 would be £18,810.

The proposed new fares would bring in an estimated additional £15,000 a year.

The general manager, Mr. W. Barker, said that seven new buses were on order, and the reserve fund would be needed for further fleet replacement. Mr. J. Eyles, borough treasurer, said that new buses would be needed in 1963-64.



A D 433 four-cylindered two-stroke horizontal oil engine powers the new Krupp O 124 bus, which can accommodate 96 passengers, with seating for 31. The 3.25-litre engine develops 110 b.h.p. and has light-metal cylinder head and crankcase. The bus has air springs and independent front suspension, and its gross operating weight is 12½ tons. It is being built for use in Essen.

New Transport Companies

C. Lutman and Son, Ltd. Cap. £250. Dirs.: C. Lutman, Mrs. D. M. Lutman and C. J. Lutman, 71 Mansfield Hill, London, E.4. Sec.: C. J. Lutman. Reg. office: 71 Mansfield Hill, London, E.4.

James Canning and Sons, Ltd. Cap. £20,000. Dirs.: J. Canning and J. Canning, Jr., 251 Leyland Lane, Leyland; D. Canning. Reg. office: 251 Leyland Lane, Leyland.

Garratt (Glaston), Ltd. Cap. £4,000. Dirs.: N. E. Garratt and Miss B. A. S. Garratt, Main Street, Glaston, near Uppingham, Rutland; A. P. Bowley, Wakerley, near Oakham. Sec.: A. P. Bowley. Reg. office: Main Street, Glaston, near Uppingham.

Hunts of Studley (Removers), Ltd. Cap. £100. Dirs.: A. Hunt and Mrs. W. L. Hunt, The Slough, Studley, Warwickshire. Sec.: W. L. Hunt. Reg. office: The Slough, Studley.

Richard Lazenby, Ltd. Cap. £2,000. Dirs.: R. P. Lazenby and Mrs. B. Lazenby, The Old Cottage, Askham Bryan, York. Sec.: R. P. Lazenby. Reg. office: Hull Road, York.

Triangle Traffic Services, Ltd. Cap. £100. Dirs.: H. J. Baker, 11 Ranskill Road, Boreham Wood, Herts; H. Dorras, 11 Greenley House, Woodberry Down, London, N.4; and C. H. Hogger, 8 Newhill House, St. Leonard Road, London, E.3. Sec.: L. Finn. Reg. office: 18 Charing Cross Road, London, W.C.2.

Andrews Amalgamated Services, Ltd. Cap. £100. Dirs.: H. V. G. Newell and G. M. Newell, 3 Kenton Avenue, Southall; A. H. Newell, 2A Greenway Gardens, Greenford. Sec.: G. M. Newell. Reg. office: 1 Merrivale, London, N.14.

Quickservice Transport, Ltd. Cap. £2,000. Dir.: A. J. Jacobs, 31 Stradbrooke Grove, Buckhurst Hill.

J. R. Holdsworth, Ltd. Cap. £1,000. Dirs.: J. R. Holdsworth and C. 32 Gaynes Hill Road, Woodford Bridge, Essex. Sec.: F. H. Eiles. Reg. office: 83-85 St. Mary Road, London, E.17.

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Charman Haulage, Ltd. Cap. £100. Dirs.: S. Charman, 26 New Road, Smallfield, and J. T. Core, White Walls, Central Drive, Elmer Beach, Sussex. Sec.: S. Lee. Reg. office: White Walls, Central Drive, Elmer Beach.

Holloway Transport, Ltd. Cap. £100. Subs.: J. S. Keesing, 11 Upper Grotto Road, Strawberry Hill, Middx; and J. H. Schottness, 77 Green Lane, Edgware, Middx. Sec.: J. S. Keesing.

W. Pyne and Sons, Ltd. Cap. £5,000. Dirs.: G. Pyne and Mrs. A. M. Pyne, 26 Malden Road, Harrogate, M. E. Sharpe and D. D. Sharpe, 17 Leyland Road, Harrogate. Mrs. D. Robertson, 18 Rydal Road, Harrogate. Sec.: D. D. Sharpe. Reg. office: The Garage, 2A Camwall Road, Starbeck, Harrogate.

James Young and Sons (Stroud), Ltd. Cap. £15,000. Dirs.: J. V. Young, Mrs. J. M. Young and D. V. Young, Hillcrest, Slad Road, Stroud, Glos; D. J. Young, Field Cottage, Slad Road, Stroud. Sec.: J. M. Young. Reg. office: Hillcrest, Slad Road, Stroud.

E. R. Bilson (Brick Haulage), Ltd. Cap. £1,000. Dirs.: E. R. Bilson, 56 Wardens Walk, Leicester Forest East, and S. H. Wilkes, 38 Syson Road, Queniborough. Sec.: D. E. Bilson. Reg. office: 56 Wardens Walk, Leicester Forest East.

R. Diamond and Son, Ltd. Cap. £1,000. Dirs.: R. Diamond and Mrs. E. Diamond, 102 Mackets Lane, Hunts Cross, Liverpool, and K. Diamond, 5 Lyndor Road, Woolton, Liverpool. Sec.: E. Diamond. Reg. office: 102 Mackets Lane, Hunts Cross, Liverpool.

Happy Wanderers Coaches, Ltd. Cap. £500. Dirs.: R. West and Mrs. T. West, 2 Compton Walk, Laindon, Essex. Sec.: T. West. Reg. office: Dorset House, High Road, Laindon.

JHB Carriers, Ltd. Cap. £100. Dirs.: G. O. James, 22 Greenhill Park, London, N.W.10; M. E. Harbert, 2 Fielder Street, Croydon, and D. Burnicle, 13 Witley House, Redlands Way, London, S.W.2.

Soaring Costs Hit Newport

NEWPORT'S buses incurred a loss of £1,792 during November, Mr. R. A. Hawkins, general manager, told the transport committee.

Total traffic revenue for the four weeks ended November 26 was £46,038—a rise of £1,790 over the same period in 1959. But working expenses rose by £2,258 to £44,694.

The transport department are still concerned about staff shortages, and a special report will be submitted to Newport town council showing how many drivers left the department between April 1 and December 31 last year, whether they were trained by the department, and the number of conductors available for training as drivers.

Appeal Turned Down

THE appeal by Gillards, of Normanton, against the Yorkshire Traffic Commissioners' refusal to grant an express service between Normanton and Cleethorpes, has been turned down by the Minister of Transport.

In his decision, the Minister states that he agrees with the inspector's view that if Gillards' service were extended to Wakefield it would be bound to abstract from railway traffic between Wakefield and Cleethorpes. Evidence of demand from an extended road service was weak and did not justify the prospective abstraction from the railways.

Gillards' application for an increased vehicle allowance was also refused.

SERVICE MECHANICS

THE examination for the National Craftsman's Certificate for vehicle service mechanics is now open to candidates from Scotland and Northern Ireland.

Full details of this scheme are set out in Ministry of Education leaflet "Rules 115" which is available from H.M. Stationery Office, price 3d., and correspondence should be addressed to The Secretary, Joint Committee for the National Craftsman's Certificate, 201 Great Portland Place, London, W.I.

BESI EXPANDS

LONDON Transport are to extend their trials with BESI—Bus Electronic Scanning Indicator—equipment to another five Central bus routes. The device, in use for the past three years on the Camden Town-Putney Heath service, consists of "scanners" which transmit information to headquarters and enable remedial action to be taken when service regularity is affected by traffic congestion.

The extension of the scheme is part of London Transport's efforts to reduce the effect of these delays on other bus services running through Central London.

NEW CHEVROLET PLANT

A NEW plant at Fermont, near San Francisco, as part of a major expansion programme, is planned by General Motors' Chevrolet Division. The new plant, Chevrolet's 14th assembly point, will produce cars and lorries after its completion in the autumn of 1962.

a
 million
 miles
 ago...



Here is the mileage millionaire Leyland Badger with its proud owner

MR. PROUDMAN picked a winner...

Leyland

for lifelong reliability

Way back in 1932 a Leyland Badger caught the eye of owner-driver Mr. W. Proudman of Tamworth, Staffs. Even then Leyland was a name to conjure with, and Mr. Proudman didn't hesitate.

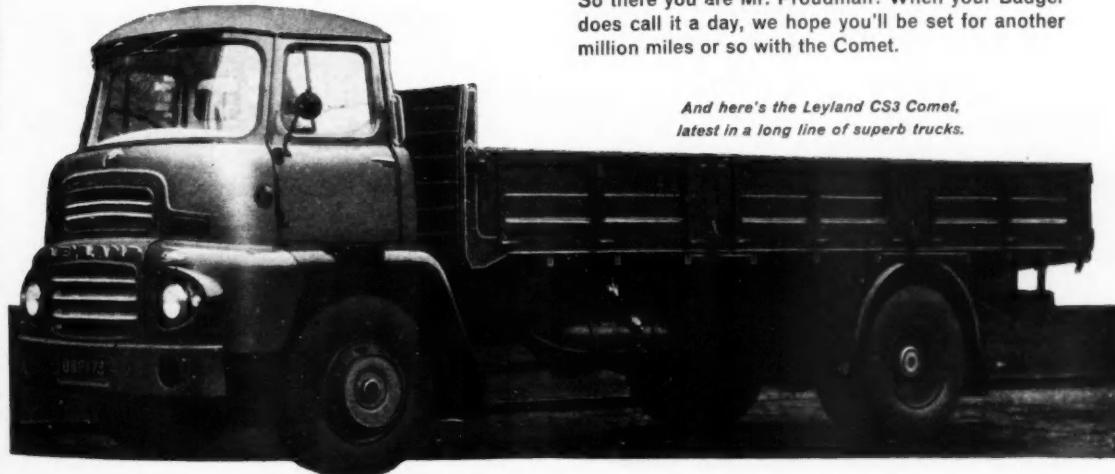
What a good buy it proved. For though the last Badger has long since rolled off the production line, Mr. Proudman's little investment still pays dividends. A million miles was passed a while ago, and the only renewals have been a replacement engine in '47, two half-shafts and brakes re-lined twice.

That's a handsome tribute to Leyland craftsmanship, and, we might add, to the owner's care and maintenance.

Badgers are no more. But, what might be described as its great-grandson, the Leyland Comet, is just about as good again. A magnificent 7-8 tonner which combines the Leyland virtues of extra power, superb economy and incredibly long working life.

So there you are Mr. Proudman! When your Badger does call it a day, we hope you'll be set for another million miles or so with the Comet.

*And here's the Leyland CS3 Comet,
latest in a long line of superb trucks.*



LEYLAND MOTORS LTD. LEYLAND LANCS. Sales Division: HANOVER HOUSE, HANOVER SQUARE, LONDON, W.1. Tel: MAYfair 8561

WHAT'S SO GOOD ABOUT REGENT REMOULDS THEN?

Regent remould not only conventional tyre types, but also steel, rigid breaker and modern fabric tyres.

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all steel, rayon and
nylon tyres*



"All Regent remoulds are six-times tested for performance you can count on"

"Regent have cured the twinning problem on 'L' type giants"



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Deeper tread gives more grip, better handling, better secondary and main road performance.

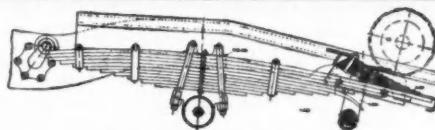
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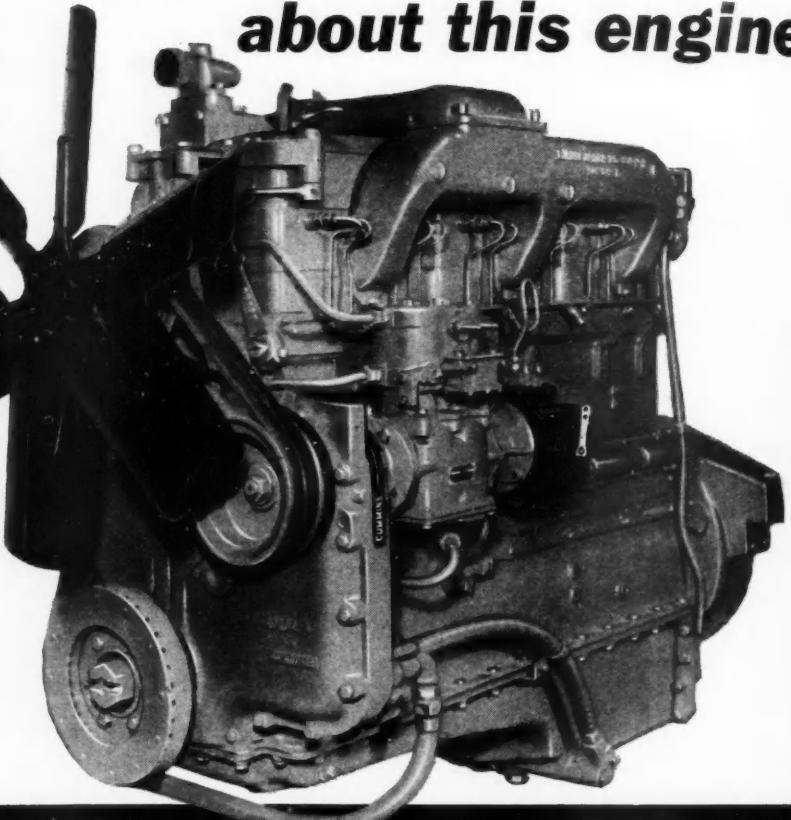
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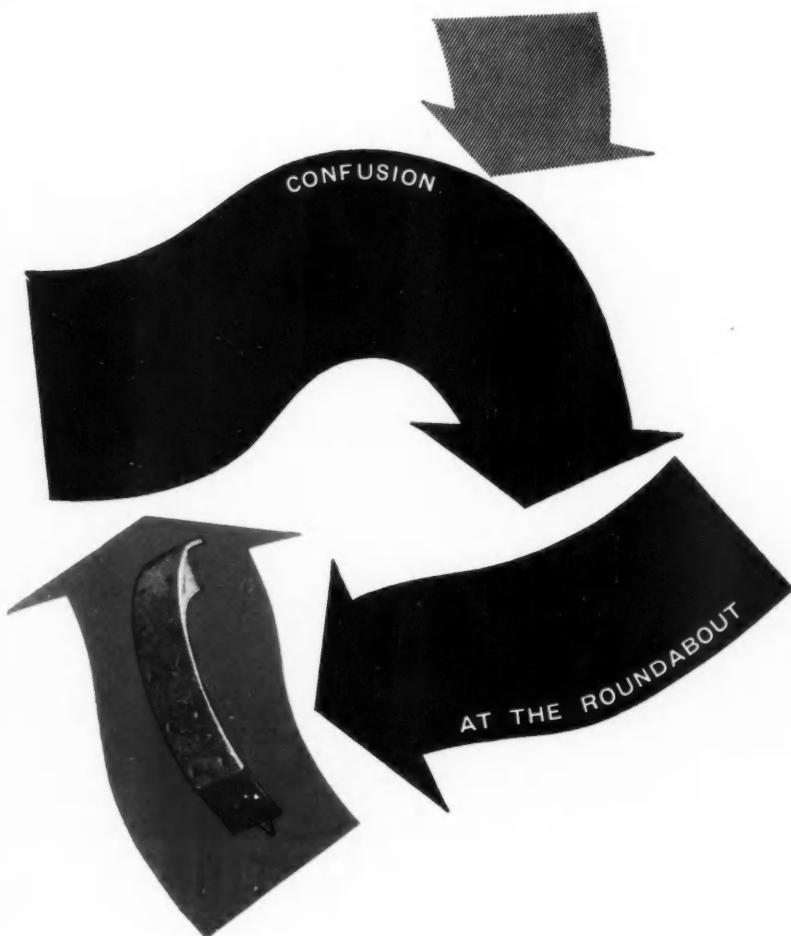
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Scammell-Dyson Outfits for Spanish Sahara

FOUR heavy-duty articulated outfits are at present en route from England to the town of El Aiun, in the Spanish Sahara, the vehicles having been shipped to the Canary Islands where they are to be transferred to landing barges for the final stage of the journey. The outfits have been ordered by Compania Atlas, S.A., a petroleum-distribution company, and consist of Scammell Mountaineers with Dyson 25-ton flat-bed semi-trailers.

The Scammell 4 x 4 tractive units have Leyland O.680 150-b.h.p. oil engines and Scammell six-speed gearboxes, and hydraulic steering servos are fitted. Scammell twin-coil-spring front suspension with built-in dampers is employed, and the chassis are equipped with twin 70-gal. fuel tanks and 12-gal. water-carrying front bumpers.

Woodfield Senior 60,000-lb. winches are located behind the cabs for loading purposes, and the outfits have 14.00-20-in. tyre equipment all round, with twins on the Scammell rear axles and on the semi-trailer axles.

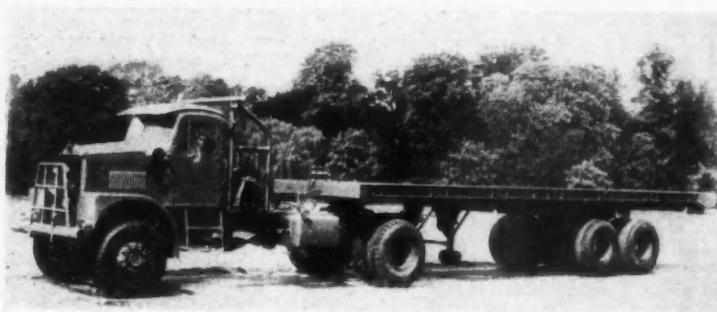
The Dyson semi-trailers, eight of which are being supplied, have 35-ft. x 9-ft. decks and heavy-duty full-width tail-loading rollers.

Rural Buses: An Appeal to Premier

WELWYN Parish Council is trying to bring nation-wide public opinion to bear on what it terms the "inadequate country bus services" by writing to the Prime Minister. The council is concerned over services to outlying villages, and a spokesman said: "We are prepared to make this a national example."

The letter to Mr. Macmillan refers to "the plight of country folk due to diminishing bus services," and asks the Prime Minister to support its efforts to press London Transport Executive for adequate services.

"If the Executive cannot provide adequate services, then why should it stand in the way of private bus operators by opposing their licences?" asks the council.



This Scammell-Dyson 25-ton articulated outfit is similar to four being sent out to the Spanish Sahara. The Mountaineer 4x4 tractive unit has a Leyland 150-b.h.p. oil engine.

"Potential Customers Turned Away"

THE claim that repeatedly they had to turn away potential customers, was made by Mr. Eric Stott, of Stott Tours, Oldham, to the North Western Traffic Commissioners last week.

Two applications listed by Stott Tours and H. Ramsden, Ltd., were considered jointly, and Mr. J. Booth, for the applicants, pointed out substantial similarities between them.

In the first application the operators sought to link their licences, with the proviso that when linking occurred the vehicles used should count against both licences.

The second dealt with vehicle allowances. Stott wished to run a maximum of four instead of two vehicles on weekdays, six on Saturdays, eight on Sundays and Easter holidays, and 14 on the Oldham, Royton, Shaw and Crompton annual holiday fortnight, the last an increase of 10. Smaller increases were asked for the Ramsden licence.

Thirdly, they sought to extend their period of operations to Blackpool, Morecambe and Southport during some holiday periods and the illuminations. The applications were opposed by five road passenger transport companies and British Railways.

Mr. Stott told the Commissioners that

Micrograms

BEN Date: The annual general meeting of the London centre of the Motor and Cycle Trades Benevolent Fund (BEN) will be held at 4.30 p.m. on February 3, at 15 Fitzhardinge Street, London, W.I.

More Madras Comets: A further 50 Leyland Comet bus chassis have been ordered by Madras State Transport from Ashok Leyland, Ltd. The present Madras fleet contains over 300 Comet buses.

New P.U.T. Co. Fleet: Thirty A.E.C. Regal IV underfloor-engined bus chassis have been ordered by the Public Utility Transport Corporation, Johannesburg. The chassis will be equipped with locally built bodies.

A Record: Booking Charts for 8-day holiday tours were opened by Salopia Saloon Coaches, Ltd., in Whitechurch, at 9 a.m. on December 31 and by 5 p.m. the same day over 900 bookings had been charted as an opening day record for Salopia.

seats had had to be rationed out to agents owing to the shortage caused by the terms of the present licence. This had led to many complaints from the public.

Mr. R. S. Sutton, who represented four of the objecting road companies, then quoted from figures supplied by Mr. Stott, pointing out several instances where the full vehicle allowance had not been used. Mr. Stott attributed this to private hire and worker-service commitments.

Mr. G. P. Crowe, for British Railways, pointed out that in March, 1960, Stott had made a similar application, which had been refused. Now they were asking for even more, he continued, and he deduced that passenger demand must have increased still further. Mr. Stott said that he had proof of this increased demand, but the record was not in court.

After 20 witnesses had been called to give evidence of being unable to get seats on Stott and Ramsden coaches, the application was adjourned.

Mr. Stott, it was explained, is in charge of the office responsible for the books of both Stott Tours and H. Ramsden, Ltd., Manchester Road, Hollinwood. His parents, Mr. and Mrs. E. H. Stott, are joint owners of Stott Tours and also directors with a controlling interest in H. Ramsden, Ltd.

Change of Address: The Bristol warehouse of Raybestos-Belaco, Ltd., is now located at new premises in Jane Street, Bristol, 5.

New Home: United Dominions Trust, Ltd.'s regional office in Croydon has moved to new premises in Crown House, North End, Croydon.

Anniversary: The Institution of Works Managers will celebrate its thirtieth anniversary with a conference at the Linden Hall Hydro, Bournemouth, April 21-23, to discuss international aspects of works management.

Drawing Office Equipment: The first national Drawing Office Equipment and Materials Exhibition to be held in the United Kingdom will take place at the Royal Horticultural Society's New Hall, Westminster, from June 5 to June 8, 1961. Both British and overseas equipment will be on show.

They Like the "Chumminess" of Travel by Coach

THE comfort and convenience of travel by coach compared with train was drawn by Roy Grindle and Sons, Ltd., Cinderford, Glos., coach operators, when applying to the Western Traffic Commissioners at Bristol, last week, to operate a special coach between Cinderford and Torquay and Harrogate during the Christmas holiday period.

Mr. Grindle said there was a distinct demand for the service from people living in the Gloucester and Cheltenham districts, and he called seven witnesses, two of them elderly cripples, to testify that they preferred coach to rail travel. They said they appreciated the friendships they made with people who travelled at close proximity on a coach and they liked meeting old acquaintances whom they met at the hotels where they stayed.

Mr. Grindle told the Commissioners that his patrons were mostly elderly people who would not in any event travel by rail. They liked the "chumminess" of coach travel and enjoyed such things as "elevenes" and lunch en route, as well as the convenience of being able to book for an all-in holiday at an inclusive charge. Mr. Grindle said he could handle this traffic "better than the railways."

A railway official produced timetables showing that travel by train was quicker than by coach, but he agreed that seats could not be booked on trains travelling between the places named. He also agreed that sometimes passengers had to change trains, and in one case would also have to walk to another station.

Deciding in favour of Grindle, the chairman, Mr. S. W. Nelson, said there was no doubt that there was a class of

people who liked these packaged holidays where they were, so to speak, spoon-fed from door to door.

Up Along, Down Along

RIBBLE MOTOR SERVICES established their own film unit at Preston five years ago. Since then four travel films have been produced. The latest, a 30-minute colour film of the West country, entitled "Up Along, Down Along," will be shown to public audiences in 49 Lancashire, Yorkshire, Westmorland and Cumberland towns before the end of April.



The new Smith's Caterette mobile canteen is based on the Bedford CAL 15-cwt. chassis.

Municipal Opportunities

Wisbech Council invite tenders for supply of one 10-cwt. pick-up truck.

Gosport Council are advised to take one 4-ton Bedford long-wheelbase diesel-engined tipper from Righton-Bennett, Ltd., Gosport, £1,225.

Morecambe and Heysham Corporation Highways and Planning Committee recommend the purchase of a new 10-cwt. van to replace an old vehicle at an estimated cost of £525.

Reading Corporation Transport Committee have under consideration tenders received for the supply of eight large-capacity, low-height, double-deck busses, front entrance type, each with 68 seats.

Salford Council Transport Committee recommend acceptance of the tender of Dennis Bros., Ltd., of Guildford, amounting to £4,480, for the supply to the Street Lighting Department of one 40 ft. Simon Hydraulic Platform, together with a workshop.

Morecambe and Heysham Corporation Highways and Planning Committee recommend approval of the purchase of a new 3-ton diesel-engined tipping wagon to replace an old 3-ton Bedford wagon, at an estimated cost of £1,200, less an allowance of approximately £50.

Oxford Council Highways, Sewers and Lighting Committee have authorized the City Engineer to purchase (a) one 15-cwt. van as a replacement, from Morris Garages, Ltd., at a cost of approximately £530; and (b) one 280-gallon tumbler trailer from William Glover and Sons, of Stratford-on-Avon, at a cost of £195.

Reading Corporation Highways and Drainage Committee have authorized the borough surveyor to place an order with Great Western Motors, Ltd., of Reading, in the sum of £2,644, for the supply of two cessepool-emptier vehicles with Bedford chassis and Eagle Engineering Company's gully/cesspool emptying equipment.

Hereford Council are recommended to purchase a Miles Kerro road sweeper from Alfred Miles, Ltd., of Gloucester, for £1,316.

St. Ives Corporation, Hunts, are recommended to accept the tender of F. T. Ruston and Sons, Ltd., of Huntingdon, amounting to £562, for the supply of an International tractor.

Ripon Council Highways Committee recommend acceptance of the tender of T. M. Parker, amounting to £1,300, for the supply and delivery of a 4-ton Commer lorry, with petrol engine.

Barstow Corporation are recommended to accept the tender of S. Wilson and Sons, Ltd., of Sheffield, 6, amounting to £2,096 for the supply of a Massey-Ferguson tractor and equipment.

Gosport Corporation are recommended to accept the tender of Righton and Bennett, Ltd., of Gosport, amounting to £1,225 for the supply of a 4-ton long-wheelbase Bedford tipping lorry, with diesel engine.

Sheffield Council Water Committee have accepted the quotation of Kennington, Ltd., for the supply of a Morris 30-cwt. van at a price of £778, and for the purchase of an old vehicle in part exchange for the sum of £25.

Liverpool Corporation Housing Committee recommend acceptance of the tender of Garlick, Burrell and Edwards, Ltd., of Renshaw Street, Liverpool, 1, amounting to £1,047, for the supply and delivery of a 5.6-ton Bedford lorry.

Reading Corporation Highways and Drainage Committee have authorized the borough surveyor to place an order with Broom and Wade, Ltd., of High Wycombe, for the supply of a Rotary Air Compressor powered by a Ford 4-cylinder diesel engine at a cost of £1,050.

Mobile Canteen in Quantity Production

CLAIMED to be the first vehicle of its type to be produced in quantity, the Caterette mobile canteen has been announced by Smith's Delivery Vehicles, Ltd., Gateshead-on-Tyne. The canteen is based on the Bedford CAL 15-cwt. chassis.

So that the Caterette will suit a variety of different conditions and methods of operation, its design and layout are flexible. The interior is partitioned into a kitchen section and a serving section. A Calor-gas cooker and stainless-steel sink are fitted in the kitchen section, whilst the serving section provides ample room for additional fittings and equipment to customers' specifications.

Refrigeration, hot-dog dispensers, ice-cream conservators and other specialized units can be added to meet customers' own requirements.



Sheffield Council Water Committee are to place an order with A. W. V. Turner, Ltd., for the supply of a Massey-Ferguson Excavator for £1,999.

Bournemouth Corporation Highways and Works Committee report that the borough engineer has invited tenders for the supply of two refuse collection vehicles.

Caterham and Warlingham U.D.C. are recommended to accept the tender of Layhams Engineering Co., Ltd., amounting to £2,058, for the supply and delivery of a new Dennis (petrol driven) cesspool emptying vehicle.

Clare R.D.C., Suffolk, have accepted the tender of Don Thompson and Son, of Clare, amounting to £1,206, for the supply of a petrol-engined refuse collection vehicle with all-steel body and Karrer Gamecock chassis.

Easington R.D.C., Durham, have accepted the tender of the Motor Delivery Co., Ltd., of Darlington, for the supply of an Austin LD2 25-cwt. van with petrol engine, for the sum of £765, less an allowance of £95 for an old 25-cwt. van.

Epsom and Ewell Corporation are recommended to accept the tender of the Woodcote Motor Co., Ltd., of Church Street, Epsom, amounting to £1,146 for the supply of a 7.8-cwt.-yd. capacity vehicle (at a total cost of £2,579, including delivery charges, number plates etc.).

Blackpool Corporation Transport Committee have accepted a tender of Brown and Mallalieu, Ltd., of Blackpool, for the supply and delivery of three new Austin LD.2 dual-purpose vehicles (at a total cost of £2,579, including delivery charges, number plates etc.).

Blackpool Corporation Electrical Services Committee have accepted the tender of Thomas Motors, Ltd., of Blackpool, for the supply and delivery of a Simon Hydraulic Platform (model IG.40 fitted with auxiliary Lister LD.2 diesel) mounted on a 5-ton diesel Thames Trader chassis, for a total net sum (after allowance of fleet owner's discount of £3,501).

Staffs Haulier Fined £260 on 52 Charges

A STAFFORDSHIRE haulage concern was fined £260 at Stone last week after pleading guilty to 52 charges concerning the use of a vehicle whilst it was under prohibition of a West Midland traffic examiner, of keeping irregular driving records, and of permitting drivers to work for more than 11 consecutive hours. The company, Bartlam Transport (Longton), Ltd., Meir Heath, near Stoke-on-Trent, was also ordered to pay costs of £67 6s. 6d. Mr. Leslie Thomas Bartlam, a director, was fined £40 after pleading guilty to two charges of altering record sheets with intent to deceive.

Mr. V. A. McKnight, prosecuting, said that the organization operated a fleet of eight-wheelers, the main feature being a result of irregularities had arisen as a result of these services, and so that the units could be used to their maximum capacity the drivers had been encouraged to get in three round-trips to London per week.

This could have been done legitimately if relief or "shunter" drivers had been used. Originally Bartlam had done this, but recently they had asked their own drivers to perform the three journeys solely. For example, a man would leave the base on Sunday night, arrive in London on Monday morning, perform his collections and deliveries, and set back to base that evening, arriving on Tuesday morning, the same thing happening twice more in the course of the week. Often drivers worked for 36 hours without a recognized break. The drivers involved had now left the company.

Too Much Strain

Each driver had been paid on an hourly basis but the directors had told them they were not getting enough work out of the vehicles and asked the men to accept the "tripage" system of payment—£7 per round trip. One driver had said he considered the work too much of a strain and calculated that out of 34 hours he had worked 28 without a break.

All the drivers had been asked to omit from their records the collection and delivery work they did in London, to give the impression they performed the outward and inward journeys and had a 10-hour rest between the two.

They were told to write in pencil, so that records might be altered to show that some other driver had used the vehicle whilst it was in London. On two occasions it was discovered that Mr. Leslie Thomas Bartlam had erased the name of the driver from his record and substituted the word "shunter."

10 Defects Listed

In March, one of the company's units had been issued with a prohibition order by a traffic examiner and 10 defects had been listed and pointed out to the driver. The vehicle was not supposed to be used again until these had been rectified and it had been passed as road-worthy, but it was known that it had been used on 13 occasions whilst under prohibition.

Mr. G. C. Tinsdill, for the company, said the business had continued to expand and in an endeavour to meet demands they had tried to work the vehicles as economically as possible.

They had tried to operate five round

London trips a fortnight and had never expected the drivers to do three trips a week. When an enforcement officer began taking an interest in the proceedings, they had dropped this to four trips a fortnight, but some drivers had left because their wages had decreased.

Simms-Bendix Agreement

AN agreement has been reached by which the Bendix Corporation, Detroit, Michigan, U.S.A., are to have exclusive manufacturing licence and selling rights throughout the U.S.A. for fuel-injection equipment designed by Simms Motor Units, Ltd., East Finchley, N.2. Simms' interests will be handled by the Scintilla division of Bendix.

The range of products involved includes in-line and distributor-type fuel-injection pumps, governors, injectors, filters and couplings—items which Simms are already exporting to America.

The Bendix Corporation have at the same time acquired non-exclusive selling rights of this equipment in Canada, Mexico and Brazil, and they also assume complete responsibility for servicing throughout the area.



Two 8-cu.-yd. mixer-agitators based on Foden eight-wheeled chassis have been supplied to Ready Mixed Concrete, Ltd. The mixer has hydraulic drive, and the chassis has a 150-b.h.p. engine, five-speed gearbox and double-drive rear bogie. The drum is a Ransome and Rapier unit.

EUROPE'S ROAD PLANS

RECENT announcements by the Ministries of Transport in both Federal Germany and Italy indicate a large-scale expansion of motorway networks in the next 10 years.

The West German autobahn network, 2,100 kilometres long at the end of the war, will have a total length of 3,000 kilometres by next year, 4,000 kilometres by 1966-67 and 5,000 kilometres by 1970.

The Italian Government has agreed to the laying of 2,500 miles of motorways, most of them toll roads, by 1970.

M.O.T. MOVE TO SOUTHWARK

THE move of 1,200 members of the staff of the Ministry of Transport from Berkeley Square House to their new headquarters at St. Christopher House, Southwark Street, London, S.E.1, will be completed by the end of next week.

All communications should now be addressed to St. Christopher House.

Low Loaders in Demand

WORK equivalent to six or eight weeks forward booking has been placed in January for a 6-ton 14-cwt. unladen weight low-loader owned by Joseph Walsh (Darwen), Ltd., Bull Hill, Darwen, the North Western Licensing Authority, Mr. F. Williamson, was told by Mrs. B. K. Garne, company secretary, at Blackburn on Monday.

Most of these loads were notifiable and so, she presumed, unsuitable for railway transport. The company were applying for the addition of an 8-ton low-loader capable of carrying 30 tons, to their A licence.

Representatives of several companies appeared as witnesses for the applicants, including the transport manager for the northern group of de Havilland Aircraft Co., Ltd., Mr. A. E. Denby. All said that the railways were unsuitable for carrying their products, and that the number of low-loaders was limited.

Mr. Williamson said that a case for Walsh had been made out and that it had by no means been rebuffed by the British Railways' objection. He granted the addition.

Significant Licensing Cases

Mr. Hanlon Speaks Out On Transport Tribunal

THE Northern Licensing Authority, Mr. J. A. T. Hanlon, feels that the Transport Tribunal are nullifying his efforts to clear up haulage irregularities in his area, and has not hesitated to say so.

When Siddle C. Cook, Ltd., applied in December to add two vehicles to their A licence to carry general goods, including steel, Mr. T. H. Campbell Wardlaw referred to the problem of steel companies, in particular the Consett Iron Co., refusing to send supporting witnesses. Mr. Cook had information that cattle-carrying vehicles were being converted for steel, while other hauliers, because of an acute shortage of cattle vehicles, were being granted short-term licences.

After Mr. Cook had agreed that it was right for the Licensing Authority to take action against those guilty of breaches of normal user, Mr. Hanlon asked what he was supposed to do. Efforts he had made when people deliberately cheated, were treated trivially on appeal. There could be no sort of control unless his actions were allowed to remain effective. He recalled notorious cases in the area of conversions from smaller vehicles to eight-wheelers, other irregular weight increases, and base changes, where decisions he had taken were nullified, suspensions reduced to normal ones, and vehicles allowed to be operated as eight-wheelers and at greater weights, by the Tribunal.

Common Knowledge

Mr. Campbell Wardlaw submitted that it was common knowledge about the vast expansion of the steel industry in Co. Durham, and despite B.T.C. opposition Mr. Hanlon granted one vehicle although there were no witnesses.

If, as seems probable, the B.T.C. appeal, the transcript should prove interesting reading to the Tribunal.

interesting reading to the Tribunal.

Many of the responsible hauliers in the Northern area feel that Mr. Hanlon's actions, aimed at protecting the industry, are praiseworthy and should be supported.

A case in point was that of S. Rush, Ltd., of Newcastle, heard by Mr. Hanlon in May, 1959, when he refused to grant a licence after learning that the company had been acquired by Mr. W. Stubbs, of Penrith, who, earlier in the year, had an A licence revoked because of unlawful conversion of the vehicle to an eight-wheeler. The Rush application involved a change of base and alleged false statements, but the Tribunal, on appeal, directed that the licence be granted.

In December, when dealing with an application by the Capstaff Group, Mr. Hanlon, after expressing concern about switches of licences taking place under the cloak of the Companies Act, revealed that Mr. Stubbs, the "director" of S.

Rush, Ltd., had recently sought the Authority's help because the company had "disappeared" out of his hands as a result of a document he had signed.

Collection and Delivery

THERE has long been two schools of thought on the question whether collection and delivery vehicles to serve an A-licensed trunk fleet should be A or B licensed. Until about three years ago, accepted practice in most traffic areas was to apply for B licences, because they attracted less objection, and Licensing Authorities were more easily satisfied as to need if the vehicles were tied down by conditions.

(Continued on page 831)

-SMOKE SIGNALS

MANY of the traffic areas are receiving objections to applications for A and B licences in the form required by the 1933 Act, and the West Midland Licensing Authority has issued a reminder that this has now been superseded by the Road Traffic Act, 1960.

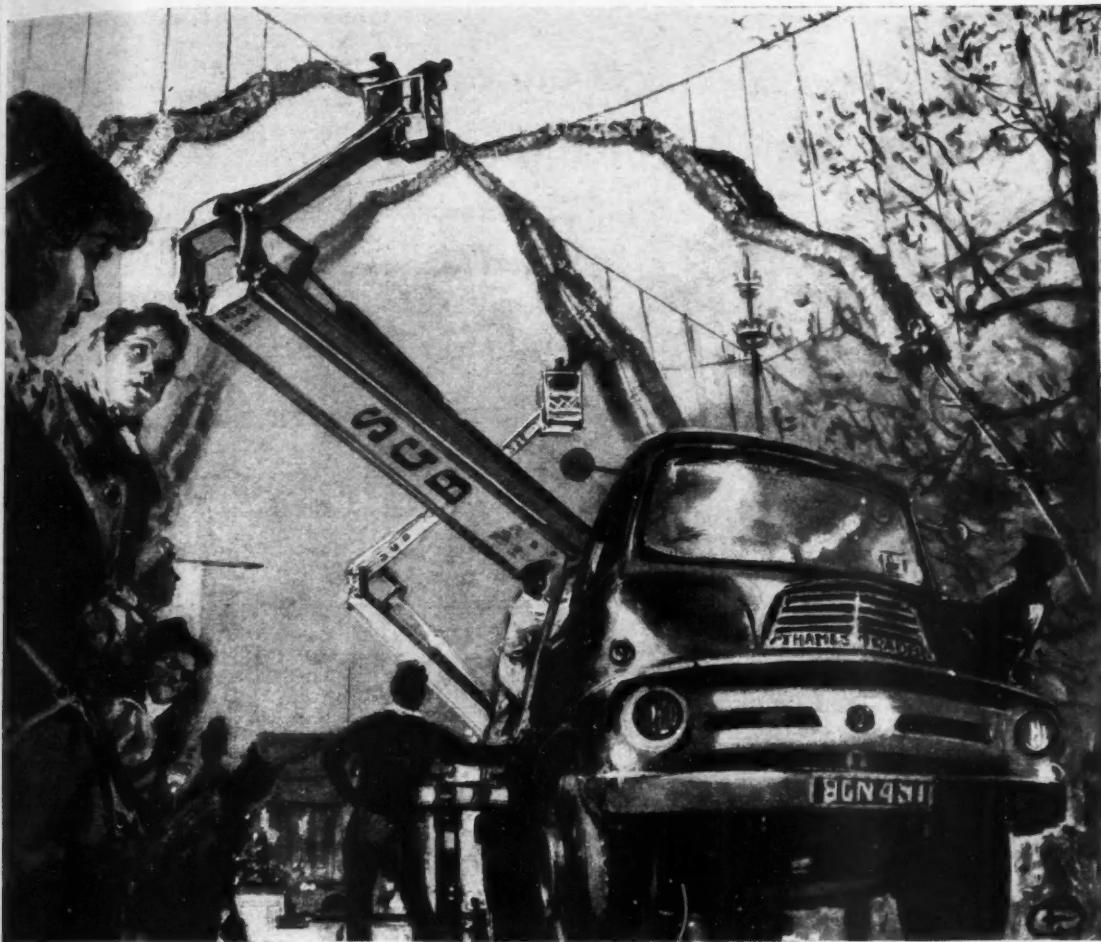
Potential objectors must ensure that any objection to an application is lodged in the form set out in the fourth schedule to the Goods Vehicles (Licensing and Prohibitions) Regulations, 1960.

x

NEW statistical forms used by a well-known firm of solicitors in the Western traffic area to put their clients' figures before the Licensing Authority—in the shape of a monthly analysis, showing two years' figures on a single form, and a second sheet with a traffic analysis of the haulage for principal customers—are as near the ideal as any yet seen.

Facsimiles are shown on this page for the information of all hauliers who have found themselves in difficulties on this score when making applications.

The statistical forms referred to above in "Smoke Signals." Our correspondent says they are as near the ideal as he has yet seen.



HIGH SPOT OF A WONDERFUL MORNING

Massed bands . . . paper streamers . . . cheer-hoarse, flag-waving crowds . . . the whole bright paraphernalia of a State occasion—all to come. But there's no sleep on the eve of these occasions for the people who provide the Great Day's trimmings.

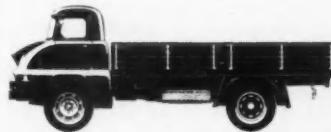
No sleep either for this Thames Trader nosing its way safely through the pre-viewing crowds. With the arrival of the hydraulic platform from the S.G.B.* Plant Hire Fleet and dawn a short five hours away, work on the decorations reaches

fever pitch. Sixty feet up, busy-fingered men and women put the final touches to London's decorations, their figures soft silhouettes against the late night sky.

The success of any great occasion is the responsibility of hundreds of people and many machines. This responsibility is one that Thames Traders are proud to share. Wherever Traders are at work they are noted for their safety and speed, their toughness and discipline, their rugged dependability. And whenever they are mentioned, they are praised—in terms

as glowing as they are well deserved.

* Scaffolding (Great Britain) Limited.



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But a B.T.C. advocate, objecting to a B licence application at a Manchester inquiry, claimed that the only correct licence for an ancillary vehicle to an A-licensed fleet was an A licence. Following this submission, it became quite common for A licences to be granted for collection and delivery vehicles, culminating with the East Midland Licensing Authority's grant of 10 such vehicles to Tower Hill Transport in April, 1960.

Soon after this the North Western Licensing Authority made it known that in his view a B licence was more appropriate, and British Road Services were the first to step on the band-wagon and apply for B licences.

The advantages of an A licence, even with a normal user restricted to collection and delivery, are illustrated by the legitimate use made of this type of vehicle by Archbold's (Freightage), Ltd., Leeds, who have 10 trunk vehicles and five collection and delivery vehicles licensed in the Yorkshire, Metropolitan and West Midland traffic areas, all on A licence.

Helping Out

Seeking another collection and delivery vehicle in Glasgow, Mr. D. K. Archbold told the Scottish Licensing Authority that collection and delivery vehicles from the Yorkshire and Metropolitan areas had been used to help out in Glasgow for short periods.

Although in this case the normal user covered the work, there would have been nothing to stop the use of the vehicles in the same manner for short periods, if it was outside normal user.

Similarly when British Railways made use of vehicles licensed in the Metropolitan area at Carlisle, the Northern Licensing Authority ruled that they were A-licensed vehicles and could be used temporarily outside their normal user. In this case they had been in the Northern area more than six months.

Strict Interpretation

A strict interpretation of the law suggests that no haulier should have a B licence unless he is also actively engaged in some other business, but even the experts are not agreed on this point. The president of the Transport Tribunal, Sir Hubert Hull, has himself said that he would like to see a test appeal on this point to the High Court.

There is ample precedent for seeking A licences for collection and delivery vehicles and considerable advantage operationally, apart from the greater financial asset.

Hiring As Evidence

THE Transport Tribunal has made it quite clear that applicants who wish to support a case by showing that sub-contracting facilities are unsuitable, must produce evidence that claims and damage are out of all proportion to the amount of goods carried.

Giving judgment in the McKay's Transport appeal, the president, Sir Hubert Hull, said it was now comparatively well settled that before sub-

contracted facilities could be held to be unsuitable, it must be shown that the damage done was unreasonable in proportion to the traffic carried. All hauliers experienced some loss or damage in respect of the goods carried in their own vehicles.

McKay's figures showed that £1,900 worth of traffic had been carried out of London by hired vehicles in seven months, and evidence of only three claims for damage during that period was given.

Surplus Return Loads

The appeal was also of interest in that McKay's Transport, based at Montrose, had found return loads from London to Scotland nearly three times as remunerative as their outward traffic, and were seeking a Metropolitan licence to carry the surplus.

There is a distinction between unsuitable and inadequate, as was shown in the Tribunal's judgment in the R. J. Hardwick appeal, where they upheld the Western Licensing Authority's grant of a five-vehicle switch from B to A licence.

Difficulties in obtaining suitable hired transport to carry customers' goods to places beyond the limits of the B licence, even although only 10 per cent. of the whole was adjudged sufficient to justify a grant—coupled with the fact that Hardwick provided a specialist service at Avonmouth for goods coming into the port.

An extension of the B licence conditions does not seem to have been considered.

Another Normal User Problem

IF "general goods" was included in the normal user of a vehicle, in addition to specific commodities, it

would be possible to concentrate on general goods to the exclusion of the others.

This was argued before the North Western Licensing Authority, at Manchester in December, when Alfred Bell (North Western), Ltd., sought to put six of their vehicles, formerly operated by Brewer and Turnbull, Ltd., on "household furniture and effects and general goods, Great Britain," the normal user of the parent company, Alfred Bell (Newcastle), Ltd., in place of "furniture and household effects, electrical supplies, and potato crisps, Great Britain."

One third of the vehicles' operations were now general goods, it was stated, and that could increase.

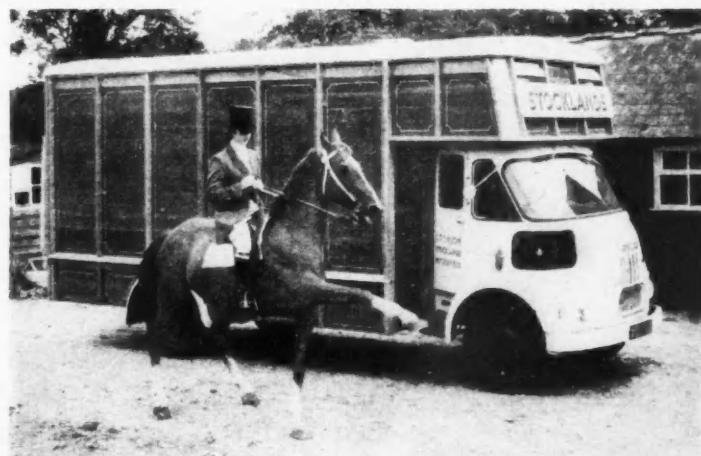
The British Transport Commission objected and pointed out that the figures of earnings did not disclose what percentage had been furniture, electrical goods, etc., and what percentage was general goods. There had been a distinct change of normal user.

The Licensing Authority, Mr. F. Williamson, said that with the proposed normal user it would be possible to concentrate on general goods to the exclusion of the other commodities. If Mr. H. F. Marks, the company's managing director, would give an assurance that one third of the vehicles' operations would be devoted to general goods and the remaining two thirds to be named commodities, it might meet the objection.

Agreement was reached on these terms and the application granted.

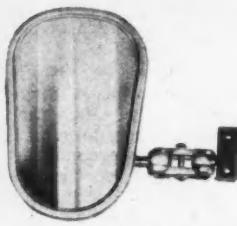
How such an undertaking could be related to the normal assumption that up to 20 per cent. of traffic may be carried outside a vehicle's normal user, was not suggested.

A Film Star's Transport

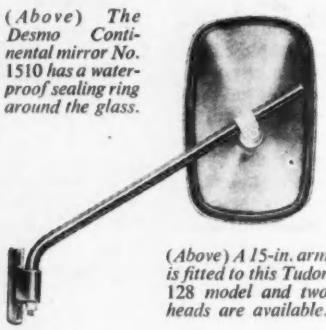


Two thoroughbreds. Frenchy, star of the film "Dry Rot," poses beside a Morris F.G. oil-engined chassis with horse-box body built by G. C. Smith (Coachbuilders), Ltd., of Leics., for Stocklands Riding School, Petersfield. Suppliers were Wadham's, Ltd., Waterlooville, Hants.

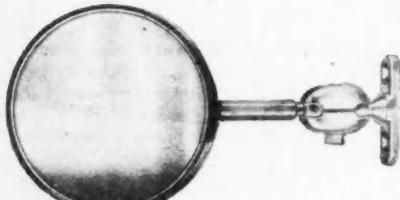
FULL VIEW OF



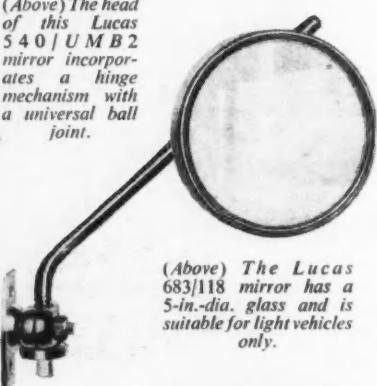
(Above) The Desmo Continental mirror No. 1510 has a waterproof sealing ring around the glass.



(Above) A 15-in. arm is fitted to this Tudor 128 model and two heads are available.



(Above) The head of this Lucas 540 UMB2 mirror incorporates a hinge mechanism with a universal ball joint.



(Above) The Lucas 683/118 mirror has a 5-in.-dia. glass and is suitable for light vehicles only.



(Right) From their Motorway range, the Wingard 1508 model has a fully articulated 12-in. arm.

THE law states that a commercial vehicle must carry at least two rear view mirrors. The choice of different types available on the British market is very wide. Much of this equipment is listed and illustrated in these pages, but the final selection must inevitably depend on the vehicle, the conditions likely to be met in its operation, and the price the operator is willing to pay.

The ingenuity of mirror manufacturers is shown in their products, as almost every mirror is available with a selection of heads, clips and arms, thus giving a large range of adjustment and at the same time providing universal application. There can, therefore, be no excuse for a badly-equipped vehicle.

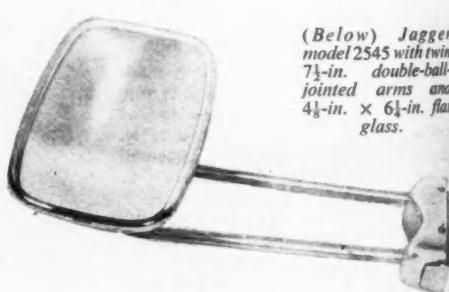
The increasing pace of modern traffic, in particular motorway travel, has necessitated the provision of large and rigidly attached mirrors. However, vibration can affect even the largest mirrors to such an extent as to render them almost useless.

Much has been done to reduce this trouble by strengthening mounting brackets and arms and also cushioning the glass in the mirror head with a rubber or plastics surround. Several manufacturers have introduced a range of mirrors specially designed for high-speed travel.

A key to the accompanying tables is printed at the foot of the third page.

MAKE, MODEL	GLASS SIZE	GLASS SHAPE	CLIP OR ARM LENGTH (in.)	POSITION	FINISH	PRICE
				Cab	Ch	
BARNACLE						
EM2476	4	P	4½ AA	Cab	Ch	s. d.
H1419	3½	C P	3AA	Cab	Ch	17 6 19 6 31 0
(Reversible with anti-dazzle and silver glass)						
DESMO						
35	6×3	C	16 AadA	Cab	B	15 0
36/263	6×3	CC	3½ Cl	Cab	S	15 0
36/P1	6×3	CC	9½ AadA	Cab	Ch	22 6
37	4½	P	15 AadA	Cab	B	10 6
42	4	C	7 AadA	Cab	B	12 6
67	5½	P or C	17½ HadA	Cab	B	12 6
68	5½	P or C	9 AadA	Cab	B	18 6
69	5½	P or C	12 AadA	Cab	B	19 6
70X	5½	P or C	21 ATA	Cab	B	25 0
72	6×3	P	2½ Cl	Cab	B	18 6
73	6×3	C P	5 Cl	Cab	B	19 6
73/86	5½×2½	P or C	3 Cl	Cab	Ch, B	37 6
74	5½×8½	P or C	5 Cl	Cab	B	58 6
74/85	4½×7½	C	6 Cl	Cab	h. D.	62 6
75	5½	P or C	24 HTA	Cab	B	28 0
84	5½	P or C	13½ HadA	Cab	S	31 6
95	5×9	P	11 twin arms	Cab	Ch	38 9
170	4½	P or C	6½ AA	Wing	Ch	21 0
216	4½	P or C	2½ and 10 AA	Wing	Ch	27 6
247	4½	P or C	4½ Cl	Wing	B	10 6
247P1	4½	P or C	9 AadA	Cab	B	12 6
1510	7×10½	P or C	4 Cl	Cab	S	29 6
DORSET						
Widsvu	4½	P or C	12 ATA	Wing	Ch	32 6
EVERSURE						
2	4½×3½	C	1½ Cl	Cab	Ch	21 0
3	6×3	C	2½ Cl	Cab	Al	From
3X	6×3	P	4½ Cl	Cab	Al	18 6
3XX	6×3	P	7 Cl	Cab	Al	to 23 6

(Above) Also with a 12-in. arm is the Widney W4241, which has a 5½-in.-dia. glass.



(Below) Jagger model 2545 with twin 7½-in. double-ball-jointed arms and 4½-in. × 6½-in. flat glass.

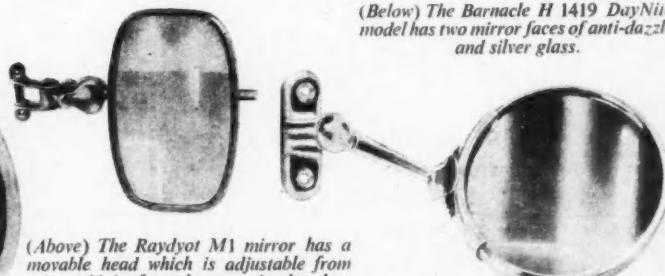
REAR VIEW

A Detailed Review of Commercial Vehicle Driving Mirrors Available at Present on the British Market

MAKE, MODEL	GLASS SIZE	GLASS SHAPE	CLIP OR ARM LENGTH	POSITION	FINISH	PRICE
EVERSURE (contd.)						
4 ..	6x3	P	(in.) 4½ Cl	Cab	A1	From 31 0
4X ..	6x4	PP	10½ Cl	Cab	A1	to 35 6
8 ..	5½	PP	10 AadA	Cab	B or B and A1	15 0
34 ..	4½	PP	6½ AadA	Cab	B	25 0
36A ..	4½	PP	7 AadA	Cab	Ch	10 0
45 ..	4½	PP	11½ ATA	Wing	Ch	11 6
45X ..	4½	PP	16 ATA	Wing	Ch	13 6
49B ..	4½	PP	8 AadA	Cab	B	26 6
51 ..	4½	PP	18 AadA	Cab	B	27 6
52 ..	4½	PP	10 AadA	Cab	B	32 6
53 ..	4½	PP	22 ATA	Cab	B	35 0
57 ..	4½	PP	7 AadA	Cab	G, Ch	12 0
61 ..	6x3	P	12 AadA	Cab	G	14 6
64B ..	S/A	4½	12 AA	Wing	G	13 6
JAGGER						
2557 ..	5	P	17 AadA	Cab	B	7 9T
2575/3 ..	6x3	P	3 Cl	Cab	B	8 9T
2575/6 ..	6x3	P	6 Cl	Cab	B	9 6T
2545 ..	4½ x 6½	P	7½ twin arms	Cab	Ch	24 10T
LUCAS						
540/79 ..	4½ x 16	P	10 AadA	Cab	B	17 6
540/63A ..	4½ x 16	P	3 Cl	Wing	B	13 0
540/1M82 ..	4½ x 16	P	3 Cl	Cab	B	32 6
160/1M82 ..	6x3	CC	3 Cl	Cab	Ch	50 0
683/118 ..	5	C	10 AadA	Cab	Ch	27 6
683/119 ..	5	C	6 AadA	Cab	Ch	26 6
MAGNATEX						
M2029E ..	S/A	4½	P	6 AadA	B	21 0
M2029E ..	S/A	5½	P	6 AadA	B	23 6
MVF50SE ..	S/A	5½ x 9½	P	6 AadA	B	22 6
M203BE ..	S/A	4½	P	8 AadA	B	25 0
M203BE ..	S/A	5½	P	8 AadA	B	33 0
MVF50SE ..	S/A	5½ x 9½	P	8 AadA	B	20 0
M204 ..	S/A	4½	P	9 AadA	B	22 6
MVF50SE ..	S/A	5½ x 9½	P	9 AadA	B	24 0
M204 ..	S/A	5½	P	9 AadA	B	23 6
MVF50SE ..	S/A	4½	P	12 AadA	B	25 0
M20312E ..	S/A	5½	P	12 AadA	B	33 0
M20312E ..	S/A	5½	P	12 AadA	B	20 0
MVF50SE ..	S/A	5½ x 9½	P	12 AadA	B	22 6
M204 ..	S/A	4½	P	15 AadA	B	21 0
MVF50SE ..	S/A	5½ x 9½	P	15 AadA	B	23 6

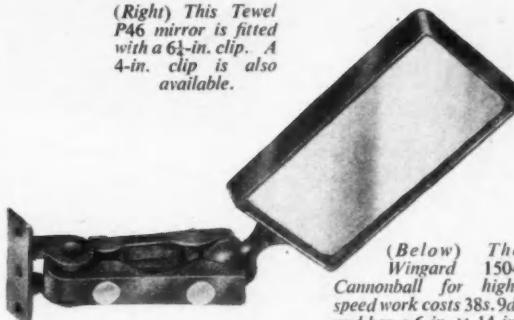
(Continued overleaf)

(Below) The Nesthill 888 is available with three clip and three arm lengths.

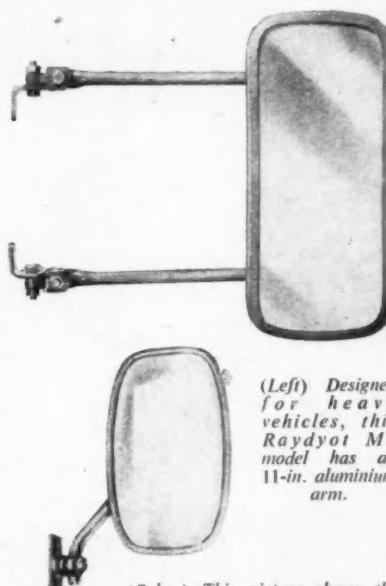


(Above) The Raydyot M1 mirror has a movable head which is adjustable from 4-in. to 11-in. from the mounting bracket.

(Right) This Jewel P46 mirror is fitted with a 6½-in. clip. A 4-in. clip is also available.

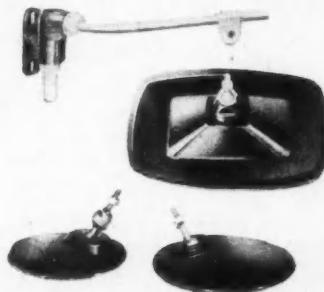


(Below) The Wingard Cannonball for high-speed work costs 38s. 9d. and has a 6-in. x 14-in. flat glass.

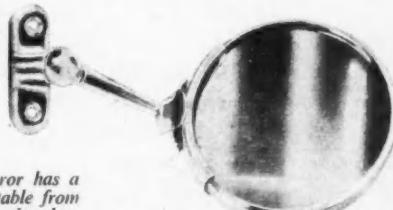


(Left) Designed for heavy vehicles, this Raydyot M3 model has an 11-in. aluminium arm.

(Below) This picture shows the Magnatex spring-back arm with a range of replacement heads.



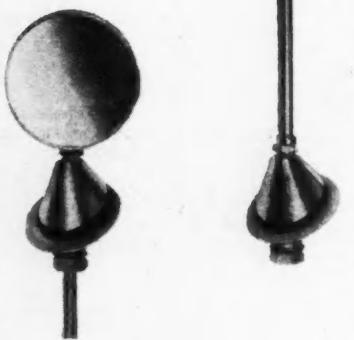
(Below) The Barnacle H 1419 DayNite model has two mirror faces of anti-dazzle and silver glass.





(Left) The Magnatex spring-back bracket is available in three arm lengths with a combination of mirror heads, some of which also incorporate spring-back fittings

(Below) The Dorset Widavu telescopic wing mirror in the closed position, and (Right), fully extended to the maximum of 12 in. The arm can be locked in any intermediate position and the price complete is 32s. 6d.



Mirror Makers

Barnacle: Barnacle, Ltd., Barnacle Works, Benham Lane, Croydon, Surrey.

Desmo: Desmo, Ltd., Pensnett Trading Estate, Briarley Hill, Staffs.

Dorset: Dorset Light Industries, Ltd., East Street, Bridport, Dorset.

Eversure: Eversure Accessories, Ltd., Waterfall Lane Trading Estate, Old Hill, Staffs.

Jagger: Albert Jagger, Ltd., Centaur Works, Green Lane, Walsall.

Lucas: Joseph Lucas, Ltd., Great King Street, Birmingham, 19.

Magnatex: Magnatex, Ltd., Bath Road, Harlington, Hayes, Middx.

Nesthill: Ernest H. Hill, Ltd., Beta Works, Sheffield.

Raydyot: Raydyot, Ltd., Graham Street, Birmingham, 1.

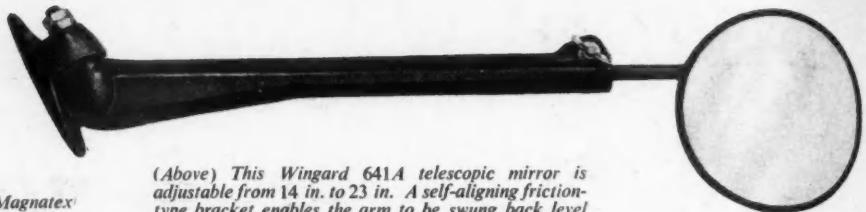
Tewel: Tewel Industries, Ltd., Hollinshead Works, St. James Road, Blackburn.

Tudor: Tudor Accessories, Ltd., Beaconsfield Road, Hayes, Middx.

Widney: Hallam, Sleigh and Cheston, Ltd., Widney Works, Bagot Street, Birmingham, 4.

Wingard: Wingard, Ltd., Chichester, Sussex.

D10



(Above) This Wingard 641A telescopic mirror is adjustable from 14 in. to 23 in. A self-aligning friction-type bracket enables the arm to be swung back level with the cab. The complete unit is finished in rust-proofed black stove enamel, and is fitted with a 4½ in. dia. flat glass, although a 5½ in. dia. glass is also available.

MAKE, MODEL	GLASS SIZE	GLASS SHAPE	CLIP OR ARM LENGTH	POSITION	FINISH	PRICE	
MAGNATEX (contd.)			(in.)				
M204 ..	S/A	5½	P	15 AadA	Cab	B	22 6
MVF505E ..	S/A	5½ x 9½	C	15 AadA	Cab	B	25 0
M20221E ..	S/A	4½	P	18 AadA	Cab	B	33 0
M20221E ..	S/A	5½	PP	18 AadA	Cab	B	20 0
M204 ..	S/A	5½	PC	18 AadA	Cab	B	22 6
MVF505E ..	S/A	5½ x 9½	PP	21 AadA	Cab	B	21 6
M204 ..	S/A	4½	PC	21 AadA	Cab	B	24 0
M204 ..	S/A	5½	P	21 AadA	Cab	B	33 0
M204 ..	S/A	5½	C	21 AadA	Cab	B	21 0
M204 ..	S/A	5½	P	21 AadA	Cab	B	23 6
M204 ..	S/A	5½	C	21 AadA	Cab	B	22 6
MVF505E ..	S/A	5½ x 9½	P	21 AadA	Cab	B	25 0
Some of the above mirror heads are available with spring-back fittings.							
NESTHILL							
714..	..	4	C	8 AadA	Cab	B, Ch	15 0
858..	..	6x3	CP	1½, 3½ and 5½ CI	Cab	Al, B	20 0
859..	..	6x4	CP	1½, 3½ and 5½ CI	Cab	Al, B	24 6
866..	..	5½	CP	1½, 3½ and 5½ CI	Cab	Al, B	24 0
888..	..	5½ x 7½	P	1½, 3½ and 5½ CI 4½, 7 and 9 arm	Cab	Ch	26 6
1111 ..	..	5	P	15 AadA	Cab	B	28 0
1001 ..	..	5½	C	9 AadA	Cab	B, Ch	12 6
							18 6
RAYDYOT							
M1 ..	..	5½ x 10	P	11 HadA	Cab	S	22 2T
M2 ..	..	6½ x 4½	P	14 AadA	Cab	S	16 2T
M3 ..	..	10 x 5½	P	11 AadA	Cab	S	20 8T
CM102 ..	..	5	C	22 ATA	Cab	S	12 8T
CM481 ..	..	6½ x 4½	CC	3 CI	Cab	Al, S	14 8T
CM517 ..	..	5½	C	12 AadA	Cab	S	17 0T
							18 9T
							14 BT
TEWEL							
P14 ..	..	6x3	P	4 CI	Cab	B	24 0
P15 ..	..	5½	PP	15½ AadA	Cab	B	24 3
P33 ..	..	4	PP	15½ AadA	Cab	B	16 0
P46 ..	..	6x3	P	6½ CI	Cab	B	25 3
TUDOR							
110..	..	4	P	8 AadA	Cab	B	10 0T
117..	..	4½	P	14 ATA	Cab	B	15 0T
121/6 ..	..	6x4	P	6 CI	Cab	B	16 8T
121/8 ..	..	6x4	P	8 CI	Cab	B	18 0T
123..	..	7x5	P	15 ATA	Cab	B	20 6T
124..	..	7x5	P	12 AadA	Cab	B	15 0T
128..	..	6x10	P	15 AadA	Cab	B	20 0T
WIDNEY							
W4241 ..	..	5½	P	12 AadA	Cab	B	15 6
WINGARD							
1B ..	..	4½	P	3½ AA	Wing	G	9 9
99C ..	S/A	4½	CP	4 AA	Wing	Ch	11 6
431A ..	..	4½	CP	7½ HadA	Cab	B	21 9
432A ..	..	4½	CP	5½ HadA	Cab	B	10 10
434A ..	..	4½	C	7 HadA	Cab	B	10 10
537A ..	..	4½	PP	16½ AadA	Cab	B	14 11
541A ..	S/A	6x4	PP	14½ ATA	Cab	B	18 10
581A ..	..	6x4	PP	6½ CI	Cab	B	25 9
641A ..	S/A	4½	CP	23 ATA	Cab	B	21 3
667A ..	..	4½	C	8 AadA	Cab	B	14 11
681A ..	..	6x4	PP	3½ CI	Cab	B	21 6
779A ..	..	4½	PP	23 ATA	Cab	B	17 0
782A ..	..	4½	PP	6 HadA	Cab	B	10 4
799A ..	..	4½	C	9 AadA	Cab	B	14 11
941A ..	..	5½	PP	23 ATA	Cab	B	21 3
1500 ..	..	6x10	PP	12 HadA	Cab	G	20 6
1502 ..	..	6x10	PP	12 twin arms	Cab	G	24 9
1504 ..	..	6x14	PP	12 twin arms	Cab	G	28 9
1506 ..	..	4x10	P	12 HadA	Cab	AI	33 6
1508 ..	..	7x5	P	12 HadA	Cab	AI	23 9

Col. 1—S/A, self-aligning. Col. 3—P, plane; C, convex. Col. 4—AA, angled arm; AadA, adjustable angled arm; HadA, adjustable horizontal arm; CI, clip; ATA, angled telescopic arm. Col. 6—Ch, chrome; B, black; S, silver; Al, aluminium; G, grey. Col. 7—T, trade price.



But our bodies are complete

. . . as well as being masterpieces of precision-building—down to the last rivet. We admit in all modesty that we've achieved a very good name in body building. If you want any of the standard designs we've got them, ready to drive away (or we can put in any modifications you want). And, if you want a special design *exactly* to your needs—we'll make it for you. We're not expensive—but we are competitive. We build bodies in all the standard materials—and we're experienced in glass-fibre construction. We can give prompt quotations if you're really in a hurry.



Pantechicon Van Type Body on Dodge 6-ton Chassis. Capacity 1,300 cu. ft. Timber built with aluminium faced outside panelling. Roof 18g aluminium. Drop shutter to rear, 2 interior lights. Written and painted in synthetic paints.



Box type body fitted to 5-ton B.M.C. chassis cab. Interior dimensions 17' 8", width 7' 1", height 8' 2". Hardwood timber (inc. floor) throughout. Fibre glass roof, exterior of body 18g aluminium. Painted to customer's requirements.



Pantechicon Body on 4-ton Bedford Chassis. Approx. 1,200 cu.ft. cap. Interior dimensions 17' 4", 7' 0" wide, 8' 2" high. Integral cab seats crew of 4 behind driver. 18g aluminium panels to roof. Painted to customer's requirements.

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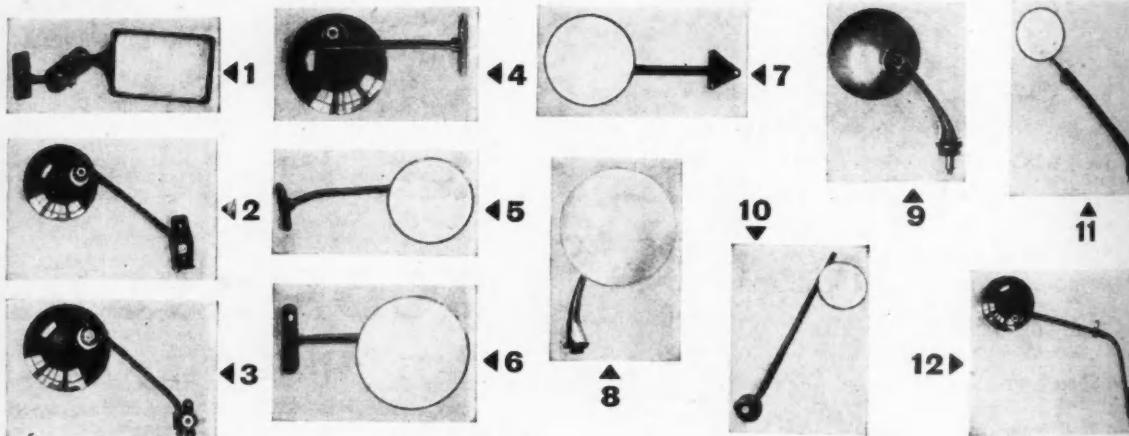
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1500

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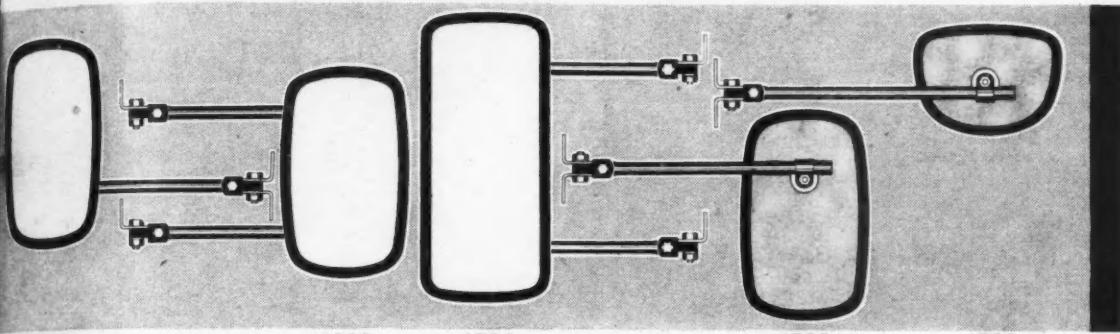


S A F E T Y I N S T Y L E



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1500

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2. **MOR EXTRA RIGIDITY** — 10" x 6" flat glass, 12" length twin brackets. Ref. 1503 Replacement Head.

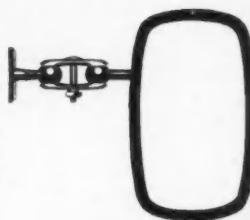
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9. Ref. 99C Spring-loaded Wing Mirror with 4¾" round convex glass. Chrome finish. PROV. PAT. AND REGD. DESIGN.
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Improved Worm-gear Lubrication

Lower Friction, Reduced Wear and Better Oxidation Stability Claimed for New Oil

IN a paper entitled "Lubrication of Automotive Worm Gears," read to the Automobile Division of the Institution of Mechanical Engineers on Tuesday, Mr. J. Whittle, B.Sc., A.M.I.Mech.E., of Shell Research, Ltd., gave details of investigations carried out on worm-gear lubrication, which have led to the development of a premium-grade lubricant, which appeared to have qualities superior to those of a straight mineral oil.

These include lower friction and a resultant lower oil temperature and power loss; reduced wear and pitting; and oxidation stability better than that of an inhibited mineral oil. Mr. Whittle dealt with these three aspects separately in his paper.

High Temperatures

Referring to friction, he said the results reaffirmed that power loss was directly proportional to temperature rise. It was found in general that low-viscosity mineral oils gave extremely high temperatures, accompanied by excessive wear of the bronze wheel, which agreed with the general field experience of these oils. High-viscosity oils gave more stable temperatures, although at a fairly high

level, but the addition of up to 15 per cent. of acidless tallow to the thinner oils gave lower temperatures than the highest viscosity oils. Tests carried out with poly-alkylene oxide derivatives showed that the friction and resulting temperature rise with this material as a worm-gear lubricant was similar to mineral oils of comparable viscosity under mild conditions, but much lower under moderate and severe conditions.

Wear and Pitting

The tests concerned with wear and pitting were not fully conclusive, said Mr. Whittle, due to the difficulty and time involved in getting reliable results. Whilst in certain tests the synthetic oil showed advantages over S.A.E. 140 mineral oil, in others there was no significant difference between them in this respect. The disc machine used in the tests proved to be the most reliable guide available, but was capable of detecting only large differences in the performance of different oils. It was shown, however, that under test conditions, oils with an active extreme-pressure additive were more prone to produce pitting than straight mineral oils, and also that high oil acidity increased the pitting tendency of the bronze.

Extensive field tests with regard to oxidation were carried out on both straight mineral and inhibited mineral oils. These were concerned mainly with the relationship between viscosity changes, acidity, operating temperature and mileage. An important finding of the tests was that reducing operating-oil temperature effectively reduced the rate of oxidation and consequently the degree of oil acidity.

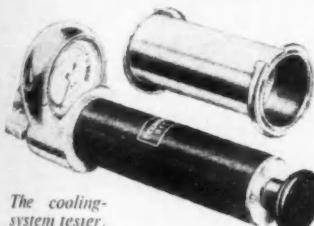
Better Stability

Laboratory and field tests using the synthetic oil gave results which confirmed that it had better stability, and that this, with its lower operating temperature, would give an appreciably longer life than an S.A.E. 140 mineral oil. In the field tests the synthetic oil covered mileages of over 70,000 without changing, and was still in a reasonable condition.

In the conclusions to his paper, Mr. Whittle said that the decline in the popularity of the worm-gear was partly because present lubricants were not satisfactory for the increased powers being transmitted. He said that the synthetic lubricant which had been developed appeared to meet most of the requirements for a superior type of worm-gear lubricant.

New Equipment

Cooling-system Tester



The cooling-system tester.

A METHOD of testing pressurized cooling systems and radiator caps is provided by a new piece of equipment from J. W. Pickavant and Co., Ltd., Bow Street, Birmingham.

The tester, which comprises a hand pump with a pressure gauge attached, is fitted in place of the radiator cap and pumped until the pressure in the system corresponds with the cap pressure. A drop in pressure indicates leakage, which, if not visible externally, indicates an internal fault.

An adaptor is used in checking radiator caps to which the tester and cap are fitted. The tester is pumped until the relief valve on the cap opens, the

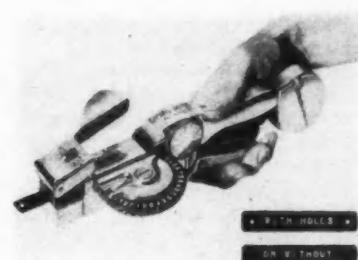
pressure attained being shown on the dial, which is calibrated in pressure zones.

Price of the tester kit is £5 2s. 6d. or £6 for a de luxe version.

Pedestal Bracket

THE 4FB auxiliary lamp mounting bracket just introduced by Joseph Lucas, Ltd., is designed specially to fit their SFT and SLR 576 and 700 fog and long-range lamps. The head of the bracket can be rotated through 180°, enabling the lamp to be adjusted to its most suitable position, and three sizes are available with heights of 3 in., 4 in. and 5 in. The price of the complete bracket is £1 5s.

The new Lucas lamp bracket.



Dymo-mite's embossing tool.

Embossing Tool

THE M3 version of the Dymo-mite hand embossing tool recently introduced by Hellermann, Ltd., Crawley, Sussex, enables holes to be punched in the ends of embossed labels and the corners to be rounded in the cutting-off action. The tool gives a method of producing embossed labels easily and quickly from a roll of $\frac{1}{2}$ -in.-wide tape located in the container at the end of the handle. Tapes of aluminium, monel, stainless-steel, copper, zinc and vinyl, in six colours, are obtainable, those in aluminium and vinyl being available with adhesive backing for easy fixing in many applications.

DEMOUNTABLES for CEMENT

Cement Deliveries in Specified Form Are Speeded by the Extensive Use of Demountable Pressurized-Container and Tipper Bodies on a Variety of Modified Chassis

By P. A. C. Brockington,
A.M.I. Mech. E.

CEMENT-MAKING plant of The Ketton Portland Cement Co., Ltd., Ketton, produces around 320,000 tons of material in a year, about 62 per cent. of which is delivered in the company's fleet of 54 vehicles. In the year ending June 30, 1960, the total distance covered by the fleet was 1,976,776 miles. The cement is carried in paper bags on platform vehicles, in loose bulk in tippers, or in pressurized containers.

The demand for cement in pressurized-container vehicles is increasing and, when the output of cement is raised by some 150,000 tons with the completion of additional plant in 18 months' time, it is probable that a larger proportion of the extra vehicles required will be of this type.

In the existing fleet, seven Commer and one Dodge eight-ton chassis are equipped to accommodate Bonallack Pneumajector demountable containers of light-alloy construction, and aluminium fixed-sided tipping bodies are supplied by the same company to a specified design. These are interchangeable with the containers. In many cases a load is required on the day the order is received, and delivery of the material without delay in the form specified by the customer is greatly facilitated by the use of demountable bodies.

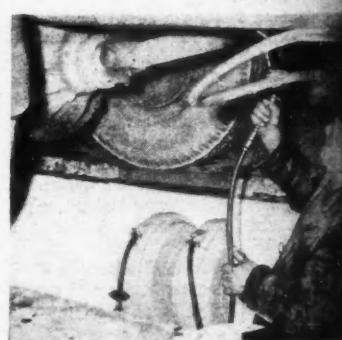
Given the necessary terminal facilities, delivery in a pressurized container enables the driver of the vehicle to discharge the load at the rate of 8 tons in 20 minutes (to a height of 50-75 ft.), whereas it requires three to four men to unload the same tonnage, carried in 160 paper bags, in a comparable time. Inevitably, at some termini such a labour force is not available at short notice, and vehicle turn-round is delayed. Use of the system is, therefore, of benefit to the vehicle operator as well as the customer.

Portable silos are now widely employed on building sites, and direct delivery to these temporary storage units represents a substantial proportion of the silo traffic. Loose bulk loads are normally tipped into the ground hoppers of static plant, the material being elevated to the processing equipment by means of a conveyor. Cement employed in the production of pre-mixed concrete is also transported in containers.

Vehicles to which Pneumajector equipment is rigidly attached include Leyland Octopus chassis of 15-ft. 6-in. wheelbase with a carrying capacity of 15 tons; Commer and Dodge eight-tonners; and Thames Trader 7½-ton vehicles. All the tanks are of the single-compartment type, but a new 15-ton eight-wheeler will be equipped with a

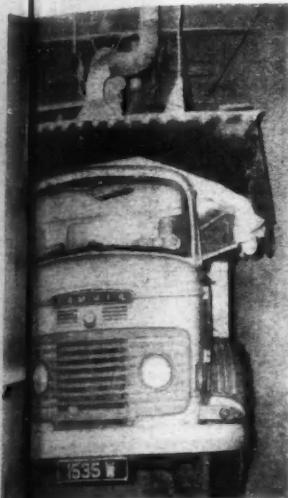


(Above) Two men, a gantry hoist, a hand-trolley and a simple jack are needed in the body-changing operation. On the hoist is a pressurized container.



(Right) Retractable grease hoses are used in the pit-type greasing bays where all vehicles go at 1,000—1,500-mile periods.

Delivery and Turn-round



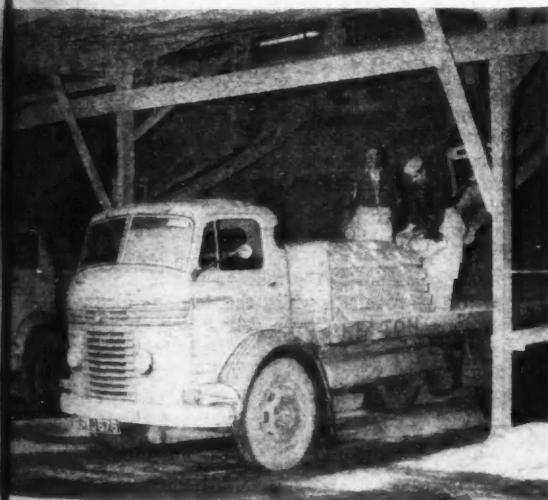
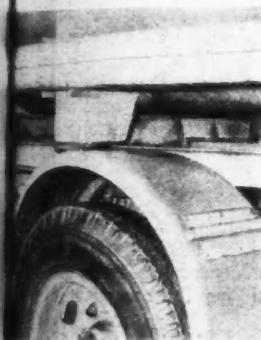
(Left) Insertion into an E.R.F. with pressurized compensation is dustless, and eight tons can be in six minutes. (Above) Bulk loading into a tipper is a one-man job. The body virtually eliminates dust.



(Above) A Leyland Octopus 24-ton-gross eight-wheeler, one of the heaviest vehicles in the fleet, ready to leave the works.

(Left) This method of locating demountable bodies, both containers and tippers, enables two men to change a unit in about eight minutes.

(Below) Bag-loading onto Commers, the average handling rate being 30 bags per minute. The bags are lowered for handling by conveyor.



two-compartment container to enable separated loads to be carried. The equipment will be mounted on an A.E.C. Mammoth Major chassis.

Weighing approximately 8 cwt., the standard Pneumajector 8-ton container has a capacity of 265 cu. ft. A Ricardo-Wellworthy or Godfrey blower is driven from the power take-off of the gearbox and provides an operating pressure up to 10 p.s.i. Air is supplied to a mixing chamber at the rear of the container, and the fluidized material is pneumatically discharged through a manifold to a flexible pipe, which is coupled to an extension pipe on the silo. Discharge is assisted by progressive tipping as the container is raised, the vehicles being equipped with front-of-body or underbody lifting gear.

Body Changing

Both the container and tipping bodies are equipped with four truncated cones, which mate with sockets in the lifting sub-frame and are locked in position by spring-loaded pins. Body changing occupies two men about eight minutes and is performed with the aid of an overhead gantry hoist, a hand-trolley and a simple type of single-wheeled jack. A spreader attached to the hoist carries four cables, which are hooked to lugs at the corners of the body for unloading. After the body has been raised and the vehicle has been moved away, the hand trolley is wheeled into position to receive the body for transfer to a nearby parking area. Permanent concrete posts are provided to support the empty bodies, the jack being employed to raise the body from the trolley onto the posts. Loading follows the reverse procedure. Either type of body can be moved easily by one man.

It is notable that the Pneumajector prototype demountable container which was first exhibited at the Commercial Motor Show in 1958, was acquired by the company to test the suitability of the system. As many as three or four

On their way. Two Commer tippers on the weighbridge en route for a delivery.

changes may be made during the day of the bodies of the eight dual-purpose vehicles to meet variations in demand; if vehicles with demountable bodies were not available, many deliveries would be delayed, or it would be necessary to augment the number of pneumatic-discharge and tipping vehicles in the fleet.

All the bodies employed, including the platform type, are of light-alloy construction, apart from a small number of conventional bodies fitted to older vehicles. In addition to the increased payload they afford, the alloy bodies have good wearing properties, which is shown by the record of the older bodies with over four years' service to their credit. Coal and gypsum are regularly back-loaded in the tippers for the cement plant, 5·6 cwt. of coal being required to produce one ton of cement.

The concern's fleet of 19 tippers comprise vehicles of Leyland, Commer, Dodge and Seddon manufacture with capacities varying from 7½ tons to 15 tons. In the main the larger vehicles are based on Leyland chassis.

Platform Vehicles

Capacities of the 13 flat-platform vehicles vary between 8 tons and 12 tons and the lorries include two Leyland Beaver six-wheelers, with trailing axles converted by the Boys company, and a Maudslay 10-ton twinsteer six-wheeler. The bodies of these vehicles are mainly of the drop-sided type.

Tipping bodies are equipped with a special tailboard assembly having hinges at the top and bottom to enable the vehicle to be employed to carry material in loose-bulk form or to transport cement in bags. The tailboard is hinged on its upper side to a removable bulkhead section and is therefore of reduced depth. This is of particular advantage for sack loading because, in effect, it increases the strength of the tailboard and obviates distortion when the board is supporting the weight of the loaders. A hard-wood top rail of radiused-section is fitted to both sides to prevent chafing of the protective sheeting. Following standard Bonallack practice the sides of the body are reinforced externally by channel-section pillar members, and squeeze-type rivets are employed throughout the main structure.

One-man Loading

A method of loading by one man has recently been introduced for loose-bulk vehicles which virtually eliminates escape of dust to the atmosphere and has obvious advantages with regard to general cleanliness and wastage of material. The vehicle is backed under a canopy having rubber curtains, and the cement is discharged into the body from a single spout, the dust being extracted by a vacuum system. There are two bays for this loose-bulk loading operation.

In the case of pressurized containers, dustless loading is performed by the driver with the aid of a discharge spout mounted on a concertina-type flexible tube, the spout being clamped to the manhole cover and sealed to prevent loss of material. Tipper bodies and containers can be loaded at the rate of 8 tons in five to six minutes.

Bags are transferred to the vehicle loading deck by conveyor from a 12-spot bagger, the average output of



which is 90 tons per hour. The bags are hand-loaded at a similar rate by two men, 30 bags being handled in one minute.

Every vehicle is greased and checked by a team of two mechanics in a modern greasing bay after running 1,000-1,500 miles. The bay is fitted with retractable lubrication hoses, compressed air plant and fluorescent lighting. All painting operations are also performed on the premises and complete overhauls of engines and chassis are undertaken, apart from cylinder reboring and crankshaft grinding.

An outstanding economy measure is provided by the use of old lubricating oil in a Hydra burner for space heating in the winter, the amount of oil available being sufficient to operate the burner for several months. The oil is drained into a special underground storage tank and is automatically pumped to a float-controlled service tank in the burner room.

Comprehensive Stock

A comprehensive stock is maintained of fast-moving spares covering every type of vehicle in the fleet. All parts are tabulated with numbers in consecutive order, which affords a ready means of verifying the current cost of each item.

Vehicles are docked at 10,000-mile intervals for the application of a "protective maintenance" schedule, which includes a thorough examination of all engine, running-gear and equipment assemblies and any repairs that are required. A simple type of maintenance chart based on a peg-board affords an immediate indication of vehicle availability and the mileage to be run before an oil change or 10,000-mile maintenance check is required. Each vehicle is numbered, and numbers covering every vehicle in the fleet are arranged horizontally along the top of the chart.

Each vertical space denotes a mileage of 500, and white pegs are positioned on the board to show the total mileage covered.

A pink peg indicates the mileage at which the next oil change will be required, whilst the deadline for the maintenance check is shown by a yellow peg. If a yellow or pink peg is in line with, or in front of, the white peg, this indicates that oil changing or docking for maintenance is respectively due or overdue.

The chart is examined daily by the transport staff to assess the work that will be necessary in the days and weeks ahead, and is at the heart of the fleet's efficient and reliable operation.

January 13, 1961

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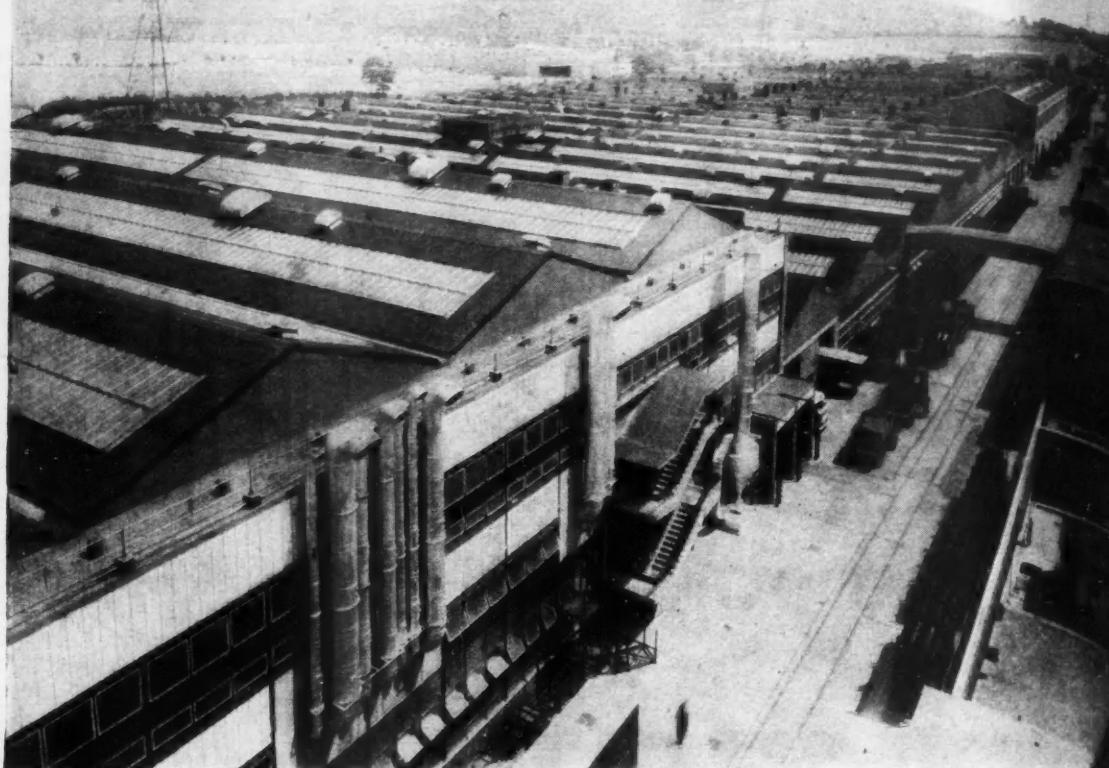


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- F.C. 7 ton short chassis
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BRANCHES THROUGHOUT THE BRITISH ISLES

Political Commentary
By JANUS

TOPLESS TOWER

THE ripple of public interest created by the release last month of a study on transport by the Association of British Chambers of Commerce was almost obliterated by the tidal wave from the Government's White Paper. It remains a useful exercise to compare the two documents, which both make a determined effort to grapple with the enigma of a vast structure, gimcrack at the best, built for one purpose and now to be adapted for something completely different.

The study was concerned with transport as a whole and is bound to take up some points not dealt with in the White Paper, much as one would like to have an official Government statement upon them. It is axiomatic, says the Association, that the trader should remain free to operate his own vehicles under C licence. They add the interesting comment that professional transporters, road or rail, are always developing and improving their facilities, and that these developments are worth studying before a decision is taken to renew or expand a C licence fleet.

Almost certainly the Government would agree with both statements, although there is nothing about them in the White Paper. The official view is less certain on the suggestion by the Association that a review of the licensing system is needed, and that in the interim the Licensing Authorities should give a more liberal reception to applications, with objections and the need to give evidence reduced to a minimum. "The abolition of any locational qualification as a basis for a licence is essential," the Association add.

Where the study and the White Paper are on the same ground there are one or two clashes of opinion between them. The Association see no virtue in the financial interest held by the British Transport Commission in the Tilling, Scottish or B.E.T. groups, whereas the Government clearly intend to retain that interest through the holding company that is to be set up as one of five main bodies directly responsible to the Minister of Transport.

On the other hand, the Association do not go nearly as far as the White Paper in their proposals for British Road Services. In the interests of greater co-ordination, they recommend that B.R.S. should be made subject to the railways as if they were a railway region. The Government think it better to separate B.R.S. from any other goods transport section and to put them also under the holding company. Co-ordination will be the responsibility of the Minister assisted by his new advisory council, and further arrangements will be made for co-ordinating day-to-day activities.

Eligibility for the holding company includes apparently a sound financial standing. The businesses in the company are expected to yield a good return, just as if they were operated under private enterprise. The Association, somewhat surprisingly, seem to doubt the ability of B.R.S. to do this. The study admits no more than that they have reorganized themselves into a "marginally profitable unit, although not strong enough to support capital liabilities." This doubt about B.R.S. is one reason why the Association would prefer them to remain in public ownership.

The study also envisages the expansion of B.R.S., so long as this is in fair competition with other hauliers. There is no comment on this point in the White Paper, and this is

not surprising in view of the categorical pledge given by the Conservative Party in a document as official and as recent as the 1959 General Election manifesto, which stated: "We are utterly opposed to any extension of nationalization, by any means."

The niggling doubt that this may not mean what it evidently says—coupled with the contradictory proposals of the study and the White Paper, the Railway Conversion League and the Road and Rail Association, and the Conservatives and the Socialists—underlines the unrealistic position that has been reached. Nobody really knows what should be done with nationalized transport, and it may be said in a sense that any solution to the problem is as good or as bad as another. Bitter experience has shown that, however many modifications may be introduced, the B.T.C. were not suited to their original purpose and are perhaps still less suited to the functions that they or their successors will now be called on to perform.

The Socialists who built the Ivory Tower did not make a particularly good job of it. The many flaws, such as the unresolved relationship between the Commission and the executives, and the plain need for more and more restrictions to sustain an uninviting monopoly, might have led to disaster had the Labour Party remained in office. From the first the intentions of the Socialists were never clear even to themselves, and there were a number of important points on which they apparently agreed to differ.

All public long-distance transport, it was proclaimed, was to come under one control and was to be "integrated," although to the very end the meaning of that vital word was never made clear. The phoenix born from the ashes of private enterprise was supposed to provide a service rather than to make a profit. In spite of this, the Transport Act, 1947, laid down the unenforceable doctrine that the Commission should pay their way, taking one year with another. The monopoly set up by the Act seemed destined sooner or later to involve inroads into the freedom of the customer, but the safeguarding of that freedom was nevertheless written into the Act itself.

In so far as nationalization conformed to a positive plan, all the signals are being reversed in the White Paper. Integration in every shade of meaning has been abandoned and competition is to reign to the fullest possible extent. The profit motive is to be firmly implanted—or as firmly as the soil will permit—in every branch of nationalized transport. For a time the railways are to be handled with kid gloves, but there will evidently be trouble if there is still an annual railway loss after five years or so.

But although the principles have been so radically changed, they still have to be arranged within the shell originally built for their predecessors. There is no talk of actually pulling the Ivory Tower down, although what was intended to be the very keystone itself, namely the Commission, is to be taken away. It was never of much use at its best and has been slowly declining in importance. Nevertheless, something or somebody must take its place and this is where the intrepid Minister steps in, establishing with the various boards and companies, as far as the White Paper lets us into the secret, a kind of mystical relationship even more ineffable than integration.



British Heavy-haul

By
John F. Moon,
A.M.I.R.T.E.

One of the new Austin 10/12-cwt. vans will be exhibited at the Salon, with a similar vehicle among the Morris exhibits.

THERE would appear to have been a certain amount of confusion amongst British and Continental heavy-vehicle manufacturers with regard to exhibition at the 41st Brussels Salon de l'Automobile, which, as reported last week, is due to be opened on Wednesday. Apparently some semi-official agreement was reached between importers of heavy vehicles that they would not participate in this year's exhibition, preferring to devote the money that would be involved to other publicity purposes.

As a result, although British light- and medium-weight vehicles are to be well represented at Brussels, the only British heavies will belong to the Leyland Group. Certain other British heavy manufacturers would definitely have been represented had the initial confusion not arisen, but as it is Continental makers can be expected to dominate the field.

The Leyland Group exhibits, featured as usual by Brossel, will consist of two passenger chassis and two goods models, with a further two Belgian-bodied buses on Worldmaster chassis. One of the passenger-vehicle exhibits will be a Worldmaster left-hand-drive chassis, a feature of which is the incorporation of leaf-air suspension at both axles.

Other novelties about this chassis, which has a wheelbase of 18 ft., are the use of an O.600 engine—instead of the O.680 unit more normally used in

the Worldmaster—and the installation of non-standard power-assisted steering, similar to that previously fitted to Leyland chassis built for service in Oslo.

The Worldmaster has a Pneumo-Cyclic semi-automatic gearbox, and the suspension system consists of two

Standard-Triumph, S.A., will exhibit two Atlas models, one of which is a normal van, as illustrated, whilst the other is an ambulance with Belgian bodywork.

double-convolution bellows assisting the leaf springs at the front axle and four double-convolution bellows supplementing the rear-axle leaf springs. Dampers are incorporated at both axles.

A Leopard underfloor-engined chassis will be the other passenger exhibit, and this too is a left-hand-drive model, its wheelbase being 16 ft. 2 in. The Leopard—although a relatively recent introduction to the Leyland passenger range—is already

starting to prove popular overseas, and 36 have been shipped to Finland and 30 to Australia in addition to more than 200 ordered by British operators.

The Brussels exhibit has the standard O.600 horizontal oil engine, with four-speed synchromesh gearbox, and is fitted with 9.00 by 20-in. (12-ply) tyre equipment. The low unladen chassis weight of this design—4 tons 8½ cwt.—should be of particular appeal to Continental operators.

Both the Leyland goods-vehicle exhibits are basically Albion models. They consist of a Leyland Meteoor 12-ton-gross four-wheeler and one of the latest Reiver six-wheelers. The Meteoor was introduced at the 1960 Brussels Salon and is assembled in Holland by Leyland-Holland, N.V. It is basically a long-wheelbase Albion Chieftain, with heavy-duty chassis

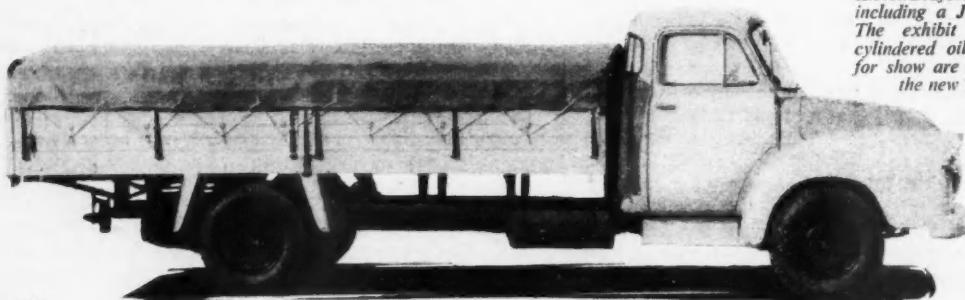


frame and Leyland O.375 oil engine and, like the Reiver and the latest Leyland Power-Plus heavy-goods models, has a cab with entrance steps ahead of the front wheels.

The Reiver exhibit is similar to the model road tested by *The Commercial Motor* (September 16, 1960), and has the Leyland O.400 oil engine and non-reactive, double-drive rear bogie.

Turning to the lighter exhibits, the Austin exhibits promise to be

Eleven Bedfords will be shown, including a J-type 4-tonner. The exhibit has a four-cylindered oil engine. Also for show are examples from the new TK range.



Viehun Brussels Show

Absence of British Heavy-vehicle Exhibits at 41st Brussels Motor Show: Leyland Group Vehicles to be Displayed, However, and Light and Medium Models will be Well Represented

particularly comprehensive, ranging from a Seven 1-ton van to a forward-control 7-tonner. The Austin models will be shown by Sogida, S.A. and include two of the new models introduced at last year's London Commercial Motor Show, these being a 152 Omnivan with double side-loading doors and a 10-12-cwt. van.

Other Austin vehicles will include a short-wheelbase Gipsy 4 x 4 with tilt top, and a normal-control 3-tonner. Models from the intermediate-weight range will comprise representative F.G.s, whilst the top end of the range will be marked by forward-control 5- and 7-tonners.

Eleven Bedford models are to be shown on the General Motors Continental stand, including five examples from the new TK range. The lightest exhibit will be a CALV long-wheelbase 10-12-cwt. van, and there are to be two petrol-engined 3-tonners: one a J-type normal-control model with cab, and the other a KC forward-control chassis.

Two J-type normal-control chassis will be featured, these being 4- and 6-ton oil-engined models, whilst the remaining J-type is to be an oil-engined 7-ton tipper. The four other TK models all have oil engines, and the exhibits consist of 6-, 7- and 7½-ton chassis and a 12-ft. 7-in.-wheelbase 7-ton lorry. The remaining exhibit will be an SB3A petrol-engined coach.

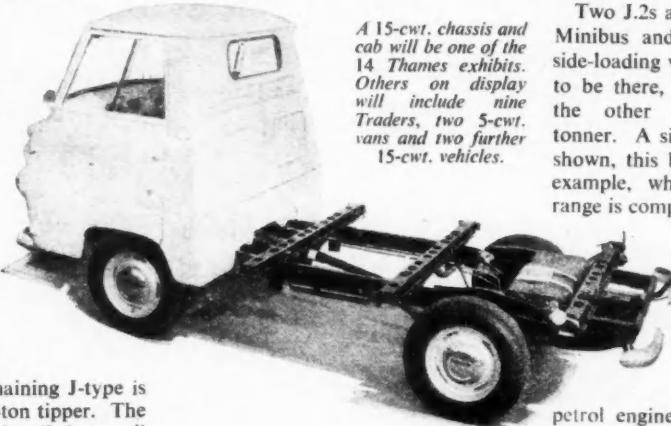
Rootes (Belgique), S.A., are to show 11 Commers and two Karriers—an impressive display. The smallest Commer is a Cob van, and next in line to it comes an Express van. Five of the new 1-ton models will be shown, these being a petrol-engined van, an oil-engined pick-up, and petrol-engined 12-seat bus, caravan and mobile shop.



Five Commers are to be shown from the new 1-ton range, including a petrol-engined mobile shop similar to that illustrated above.

A 1½-ton van will be there, and also two 6-tonners, one of which is a Superpoise normal-control chassis and cab, the other being a forward-control model with Perkins oil engine. The Rootes two-stroke engine is to be featured in a 7-ton forward-control chassis and cab exhibit. The Karrier models will consist of a Bantam and a Gamecock, both in chassis-cab form.

British Ford exhibits also will make an impressive display, nine Thame



A 15-cwt. chassis and cab will be one of the 14 Thame exhibits. Others on display will include nine Traders, two 5-cwt. vans and two further 15-cwt. vehicles.

Traders to be exhibited, ranging in payload capacity from 2 to 7½ tons. There will also be two 5-cwt. vans and three 15-cwt. models, one of which will be as a chassis and cab, one as a complete van with side loading door, and the other as an 8/10-seat estate car.

Four Land-Rovers are to be shown, two of which are long-wheelbase models. These consist of a station wagon and a truck, whilst the short-wheelbase examples include a version fitted with snow-ploughing equipment.

The Nuffield distributors in Brussels, Ets. P. Decrose, S.A., are showing 11 Morris commercial-vehicle exhibits, the smallest of which is a Mini-Van 5-cwt. model. Another 5-cwt. van for display is that based on the Morris Minor 1000 car, whilst one of the new J.4 10/12-cwt. forward-control vans will also be shown.

Two J.2s are to be displayed, one a Minibus and the other a 16/18-cwt. side-loading van. Two other vans are to be there, one of which is an LD, the other a forward-control 2-tonner. A single F.G. model is to be shown, this being a 4-ton oil-engined example, whilst the forward-control range is completed by a 5-ton oiler and two 7-tonners, one of which is a short-wheelbase chassis.

Standard-Triumph, S.A., are to show two Atlas vehicles, both of which have the Standard 948 c.c. petrol engine. One of these will be displayed as a standard van, the other as an ambulance with Belgian bodywork.

Power units form an important section of British automotive exports, and in this respect Perkins are to be well represented on the stand of Ets. Hunter and Co., s.p.r.l. These engine exhibits will include a Four 203 four-cylindered unit, as fitted by Chrysler, and a Four 99 1.6-litre engine. More powerful Perkins engines on display will be the new direct-injection Six 354 and the indirect-injection Six 305.

by Tom Walkerley

At the Bristol depot of A. Packham and Co., Ltd., smalls can be loaded by means of this covered conveyor, hydraulically adjustable for height. The Thames Trader's box-van body sports a new lettering design.

From Smalls To Distribution



(Above) An invisible ray electronic counting device has been found to save much time on the loading bank. (Left) One of the new Bedford TK tractors used on the London-Bristol trunk route.

THE efficient distribution of repeat-selling goods in a highly competitive field is one of the major problems of marketing. In a period of increasing advertising effort and some credit restriction, it is important that stocks at the point of sale should always be sufficient and that arrangements should exist to replace them at short notice.

Neither retailer nor manufacturer can afford to hold uneconomic stocks, and only a balanced flow of goods through the distribution pipeline can ensure that there are no gaps in the supply system or on the shop counter. This can be achieved by the establishment of local distribution centres where fluctuations in demand can be gauged and met.

A comparatively new service which several hauliers are now offering adds warehousing to their usual functions of collection and delivery. It is a service which has been enthusiastically welcomed by manufacturers who are unable to cover the entire country from their own depots or who wish to regard the haulier's warehouse as a sub-depot to their own provincial centres. It solves the problems of both staff and storage, at minimum cost.

North London Hauliers Combine Trunking with Local Delivery from West Country Depots to meet Selling Requirements

Early entrants in the field of distribution contractors were A. Packham and Co., Ltd., 60 Highbury Grove, London, N.5. The company, originally smalls carriers, now operate main warehouses at Bristol, Falmouth and Cullompton, Devon, as well as head offices at Highbury, and sub-depots at Southampton, Bournemouth and Salisbury. Large storage accommodation is not available at the sub-depots, but facilities exist to break bulk and make local distributions. The Falmouth warehouse is operated jointly with another company in which Packhams are shareholders.

Both the Cullompton and Bristol warehouses are of considerable size, the former offering 260,000 cu. ft. of covered space and the latter, opened in 1959, 360,000 cu. ft. Each is well equipped with mechanical handling plant, including fork-lift trucks and conveyors, and the loading banks have ample space for dealing with up to 14 vehicles simultaneously.

Cullompton main depot is served by direct trunk services from London and Bristol, and distributes over Devon and part of Somerset and Dorset. Bristol depot is fed by

(Continued on page 843)



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TRANSPORT

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"The high quality of Mercedes-Benz goods vehicles is immediately apparent."

THE COMMERCIAL MOTOR

"... good retardation characteristics were obtained when making full pressure stops."

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"... the general handling and driver comfort may truly be said to have few equals in the world."

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"... The finish and appointments knock most others into a cocked hat!"

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"... the exceptionally well-finished cab reflects the standard of the mechanical units."

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"Fuel consumption ... a good deal above what is usual and frankly amazed me."

MOTOR TRANSPORT

"... The steering lock was remarkable ... the synchromesh appeared to be unbeatable ... the exhaust brake is foolproof in operation."

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"... a stop and restart can be made on a 1 in 4 hill with ease."

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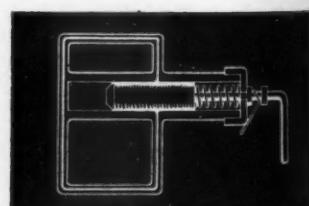
OR THIS
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YORK trailers

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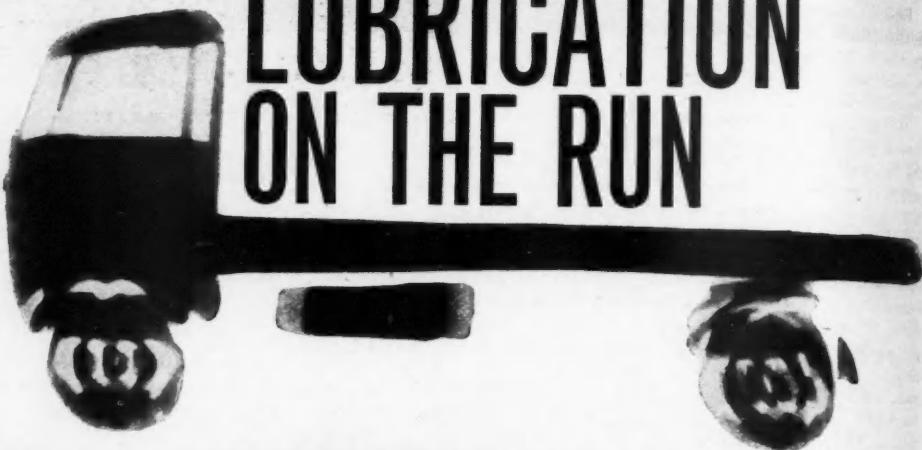
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The **TECALEMIT SYNDROMIC SYSTEM** — lubricates up to 80 points on the larger commercial vehicle. Pipe lines are in vibration-proof Tecalemit Nylon Tubing, which can be coupled directly to moving parts. Thoroughly tested and proved in actual service all over the world.

The **TECALEMIT A.C.L.** Single Line Automatic Chassis Lubrication System — for light commercial vehicles and buses. Incorporates a small piston-type impulse pump and a ring main. Individual metering units serve up to 30 bearings. All pipe lines are in Tecalemit Nylon Tubing.

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Automatic Chassis Lubrication
TECALEMIT LIMITED PLYMOUTH DEVON

trunkers from London, Cullompton and Falmouth and distributes over Wiltshire, part of Gloucestershire, Dorset and Somerset. Falmouth has its trunk service from London and Bristol, and serves the whole of Cornwall. No considerable storage space exists at the Highbury depot but goods inwards and outwards move so rapidly that it is scarcely necessary.

Regular trunk services are run from London to Southampton, Bournemouth and Salisbury, and the two latter depots are also served from Bristol. It will be seen that a very efficient network covers the whole of the south-west.

The special convenience which Packham trunk services offers to retail goods manufacturers is that the merchandise can be moved without undue urgency, and without the errors which are apt to attend over-hasty movements. The bulk traffic can also be handled at a lower rate than would be the case for an individual consignment.

On arrival at the warehouse at Bristol, Cullompton or Falmouth, the goods are off-loaded, checked and taken into store. Warehouse clerks bring their records up to date and the goods are reissued only against the manufacturer's demand. The local delivery is undertaken in box-bodied vans, the manufacturer is notified and in due course the warehouse stocks are replenished through the trunk system. The distribution cycle is then complete.

Counting by Ray

Although not strictly mechanical handling devices, the photo-electric counters employed in Packham warehouses are interesting. It was found that a 1-ton consignment of cartons was unloaded in about 22 minutes, the team stacking the cartons for counting in convenient lots of five or 10. The photo-electric counter, manufactured by the General Electric Co., Ltd., reduced the unloading time to eight minutes.

Packham warehouses are supplied almost equally by the company's own transport and that of their customers, delivering direct. The manufacturer can also deliver in bulk to the nearest Packham depot, for onward transmission. All consignments are entered on a master document known as a van guidance, which provides the traffic movement order and proof of delivery. The same sheet is also the basis for the invoice and a further copy is retained at head office for statistical purposes. The various depots are responsible for producing accounts up to the pricing stage; thereafter, rendering of accounts to the customer is undertaken by head office.

The present Packham fleet numbers some 56 vehicles



Mechanical handling has reduced much of the labour in loading and stacking consignments at Bristol.

and eight semi-trailers. About half are boxvans, with 16-ft. composite bodies by H. Tidd and Sons, Scarborough Road, London, N.4, on 5-ton Thames chassis. There are also 15 drop-side trucks, on Thames or Bedford chassis, and five 10-ton Bedford tractors. The semi-trailers are variously flats and insulated containers by the same bodybuilders. In addition, there are seven other vehicles, including cars and breakdown trucks.

Maintenance facilities exist at each of the main depots. The programme is based on time, rather than mileage, so that every vehicle is inspected at fortnightly periods, with a more detailed examination superimposed each month.

In a typical year of operations, the trunkers cover about 400,000 miles and the distribution vans approximately 1m. miles. About 2½m. packages, weighing 52,000 tons, are handled and the individual consignments exceed half a million. The staff employed throughout the network numbers about 170, of whom 50 are drivers.

Rates Calculator

The Packham business has increased notably in the past year or two and the directors ascribe much of their success to the publication of an attractive brochure which is, in essence, a handy ready-reckoner of rates from a number of dispatching points to the destination areas. Apart from unusual consignments, the customer can calculate exactly what his work is going to cost. Storage is usually charged at the rate of 2d. per sq. ft. per week and there is a handling charge of between 17s. 6d. and 30s. per ton.

Packham's are also founder-members of the Eurofreight service which consigns parcels traffic for the Continent by sea or air, speedily and with the minimum of intermediate handling. This door-to-door service is rapidly finding favour with exporters.

Under the direction of the chairman, Mr. Albert Packham, and his son, Mr. Philip Packham, the company has the air of being much on its toes. The service it provides is something new in the field of mass distribution of consumer goods and its usefulness is being increasingly recognized. It is a service which provides for the rapid transport of goods in bulk from factory to warehouse. The 10-ton articulated outfits are on the road for nearly 24 hours a day throughout a five-day week.

At the warehouse end of the system, orders placed with the local manager during the afternoon are sorted and loaded overnight, so that deliveries to local shops can be made next day.

All this is carried out by the haulier, thus relieving the manufacturer of the outlay associated with regional depots, of the staffing problem and a complex transport organization. It would seem that there is a bright future for the distribution contractor.



A Thames Trader, bodied for local delivery service in the West Country by H. Tidd and Sons.

New Garage For Greenslades

ACCOMMODATION for 50 coaches is provided by the new garage and workshops brought into use by Greenslades Tours, Ltd., at the junction of Willeys Avenue and Alphington Street, Exeter, this week. The new premises, in the St. Thomas district of the city, were erected at a cost of approximately £50,000 and will replace a building due for demolition in the centre.

Clad in brick, with steel framework, the building is of the three-bay type, with roofing in asbestos sheet and patent glazing. Timber sliding doors are pro-

(Right) Greenslades' new Exeter garage occupies a corner site exceeding 2,500 sq. yd. in extent. There is covered accommodation for 50 coaches. (Below) A recent addition to the fleet: an A.E.C.-Duple Britannia.



vided at the main entrance. The floor space is approximately 2,500 sq. yards, and the concreted forecourt will provide additional parking space for a number of coaches.

Services installed in the building include paint shop, body repair shop and a large pit area. The last is designed to accept four vehicles at a time. Each pit has a wing bay and low level workbenches to deal with underfloor-engined chassis. Excellent working light is provided by fluorescent tubes. The high-pressure greasing system is by Tecalemit and is operated through hose reels. Waste oil is disposed of by swivel-arm drainers and compressed air, through piping laid in ducts in the floor to an underground storage tank outside the main building.

Oil-fired Heating

Heating throughout garage, workshops, offices and stores is by an oil-fired low-pressure hot water system. Alongside the main shop, and forming part of it, are the offices of the engineer, drivers' mess-room, battery room, injector service room, toilets and stores. The lofty building is very well lit by fluorescent tubes arranged longitudinally above the aisles between the parked vehicles. An additional greasing bay for a single coach adjoins the main parking area.

The old-established business of Greenslades (founded in 1912) is a subsidiary of the British Electric Traction Co., Ltd., which it joined in 1953. The present fleet consists of 81 coaches, on A.E.C., Leyland and Bedford chassis. Coach-

work is largely by Harrington and Duple and is of 36-40-seater type.

A large catchment area, covering much of the South-West, has justified the establishment of depots at Budleigh Salterton, Dawlish, Exmouth, Sidmouth and Teignmouth. Picking-up points are authorized for towns as far apart as Newton Abbot, Taunton, Bridgwater, Weston-super-Mare, Bath and Bristol.

Greenslades tours programme for 1961 includes 14 in England, Wales and Scotland, one coach/air holiday in Southern Ireland and six Continental tours to Switzerland, Italy, Austria, Spain and Holland.

Big Covent Garden Plans

THE Covent Garden Market area originally occupied three acres, but now it has spread in unsuitable premises to 38 acres, with street activities covering 99 acres and occupying some 10 miles of kerbside. The 1,500 or more vehicles using the market daily are often kept waiting many hours before they can be off-loaded or loaded, with a result that there is a considerable wastage of perishable goods.

Several proposals have been made to reorganize the market on its present site, but Mr. Charles Glover, of C. W. Glover and Partners, consulting engineers and architects, has announced a scheme to transfer the entire market to a new site north of the main rail terminus at King's Cross.

By this means road, rail, water and air

transportation would be available at one centre and the new building would permit the easiest and quickest possible transfer of goods from bulk supply to store, display and retail dispatch.

The approximate handling capacity of the present market is at the rate of 500 tons per hour, but in the proposed new market this capacity would be 5,000 tons per hour. Moreover, for every vehicle using the market there would be a reserved stand against the loading platform with the result that the whole of the day's dispatches could be completed by 8 a.m.

Road transport vehicles would be accommodated off the present road system and be clear of the area before the peak hours of traffic on the London roads.

10 Shillings Bonus Scheme

A BONUS scheme for drivers and conductors has been proposed by Derby Corporation Transport Committee. It provides for the payment of 10s. a week to every employee who completes his weekly allocated duties plus any contracted overtime. The bonus could be forfeited by late arrival for work, sickness, or failure to complete overtime requirements.

Intended to overcome the staff shortage, this scheme is subject at present to the approval of the National Joint Industrial

Council for the Road Passenger Transport Industry.

It was suggested by the Transport and General Workers' Union, and Mr. Jim Taylor, the union's Derby district organizer, explained: "This scheme should have three advantages—it should encourage at least some of the persistently bad timekeepers to arrive for work in time; it will reward those employees who are consistently punctual; and should make for more efficient operation of the department."



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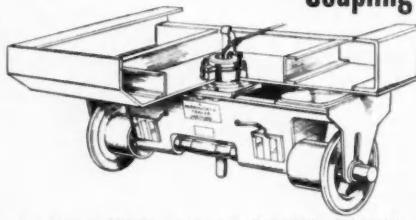
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The NEW MERRIWORTH Auto-fifth TRAILER

**gives you all the advantages of the 'fifth wheel' system
fits all your existing auto-coupling tractors
costs no more**

This is the Auto-fifth Coupling



The Auto-fifth pivots on its full width of 39 inches, and will accept any standard auto-coupling tractor. The handbrake is accessibly placed on the right-hand side of the trailer.

Collapsing impossible

With the fifth-wheel type of landing gear, collapsing is obviously quite impossible.

Better weight distribution

Since there is no lifting, the trailer road wheels are fitted farther back and the rear wheels of the tractor can be fitted with bigger tyres. This makes possible much better weight distribution of the load.

This outstanding new trailer overcomes all the disadvantages of normal auto-coupling trailers. It is extremely stable with heavy and high c.g. loads, cannot collapse, imposes no strain on the tractor when coupling up, and permits a much improved weight distribution of the load.

The new Merriworth Auto-fifth 12-14 ton trailer possesses all these advantages—yet it costs no more. This is how.

Greater Stability

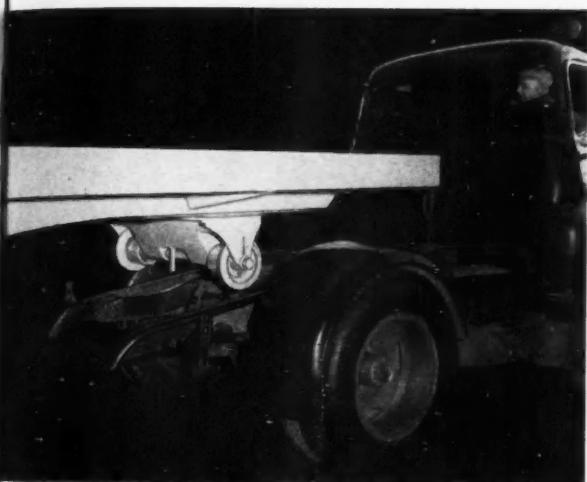
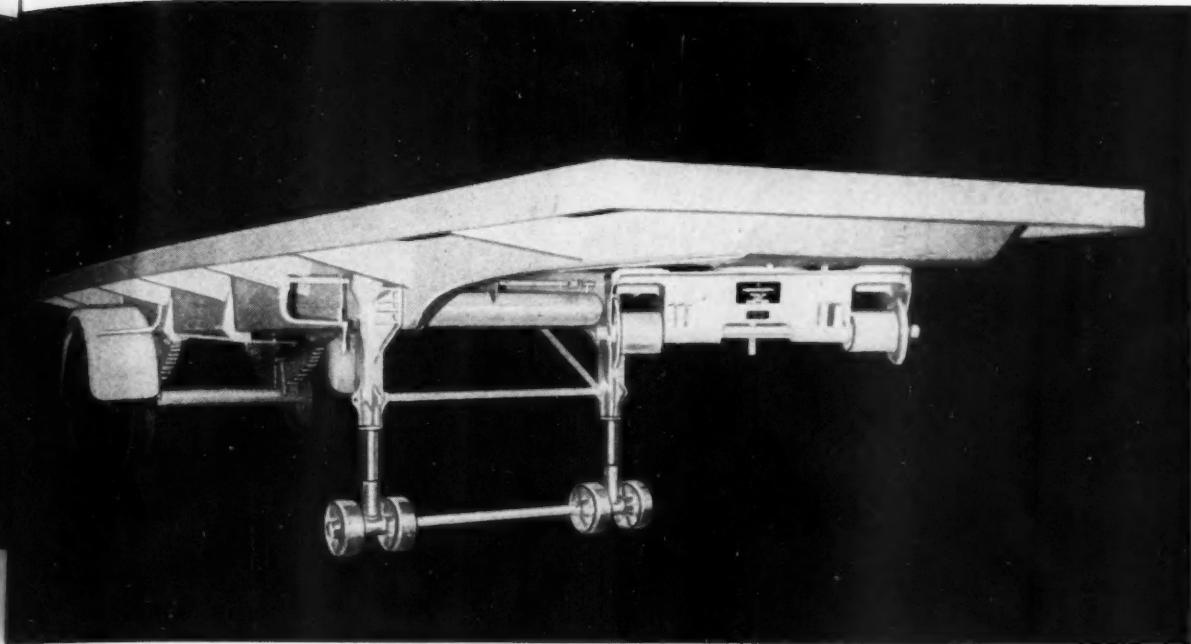
It pivots on a 39 inch turntable instead of a small diameter bearing pad. Stability is therefore immensely improved and there is also less danger of jack-knifing.

No lifting by tractor

It has a hand-operated landing gear of the 'fifth wheel' type. It therefore remains in the horizontal position at all times, and the tractor has no lifting whatsoever to do when coupling up.

BRIEF SPECIFICATION

15" deep chassis. High tensile pressed steel. Tapered box section outriggers, six per side. Specially designed high tensile extruded steel side rails. Heavy duty 11-leaf springs. Tubular crossmembers diagonally braced. Screw or hydraulic operated landing gear. Cambered tubular axle 15½" dia. × 5", 6" or 7" wide. U.W. 2 tons 9 cwt. 900 × 20 14-ply tyres. 8 or 10 stud wheel fitting.



Standard auto-coupling tractor backing under a Merriworth Auto-fifth Trailer. Note that the trailer is level and that there is no lifting.

MERRIWORTH Auto-fifth TRAILERS

(Patents pending)

MERRIWORTH (ENGINEERING) LIMITED • LONDON RD • STONE • DARTFORD • KENT TEL 21171/3

Interchangeability

All your existing auto-coupling tractors will accept **Auto-fifth** trailers without modification. You therefore have complete interchangeability and can switch to **Auto-fifth** trailers as you replace your existing units—one at a time if necessary.

Switching to 'fifth-wheel'

An **Auto-fifth** trailer can be converted to fifth-wheel in about half a day's work and at very little cost. If you are thinking of going over to fifth-wheel at some future date, buying **Auto-fifths** now is the cheapest possible way, because there is no capital expenditure extra to the normal cost of replacing worn-out units. You simply buy fifth-wheel tractors as your auto-couplers wear out and convert your **Auto-fifth** trailers to match—again, one at a time if necessary.

The Price

A very pleasant surprise indeed.
£731 and subject of course to distributor and fleet owner discounts.

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Famous
everywhere



Messrs. Bass, Ratcliffe & Gretton Limited of Burton-on-Trent operate a fine fleet of Atkinson, E.R.F. Foden and Guy vehicles, using either **GARDNER** 4LK, 4LW, 5LW, 6LW or 6LX diesel engines as power units.

The photograph above shows one of these—an Atkinson tanker powered by a **GARDNER** 6LX 150 b.h.p. engine.

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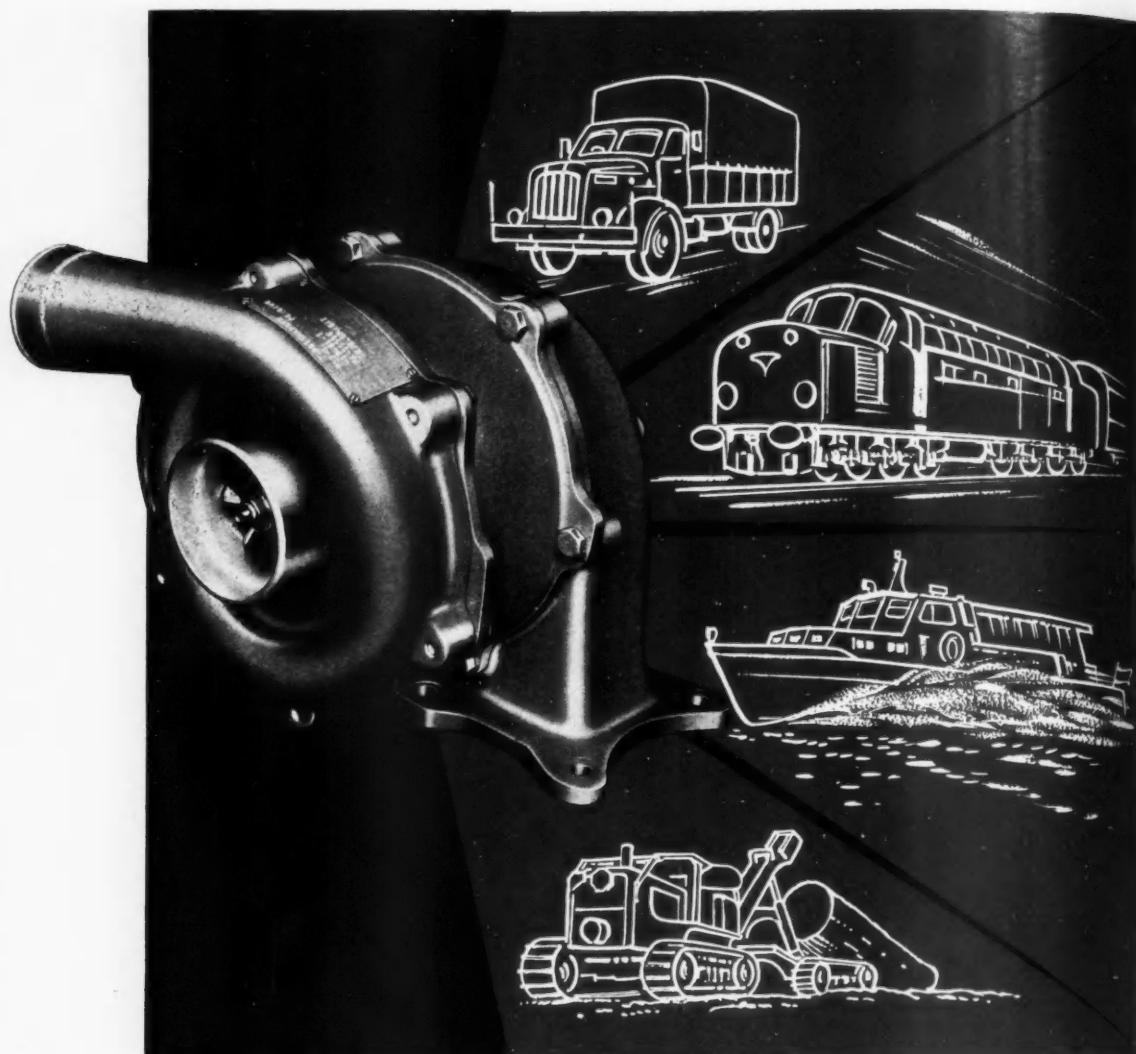
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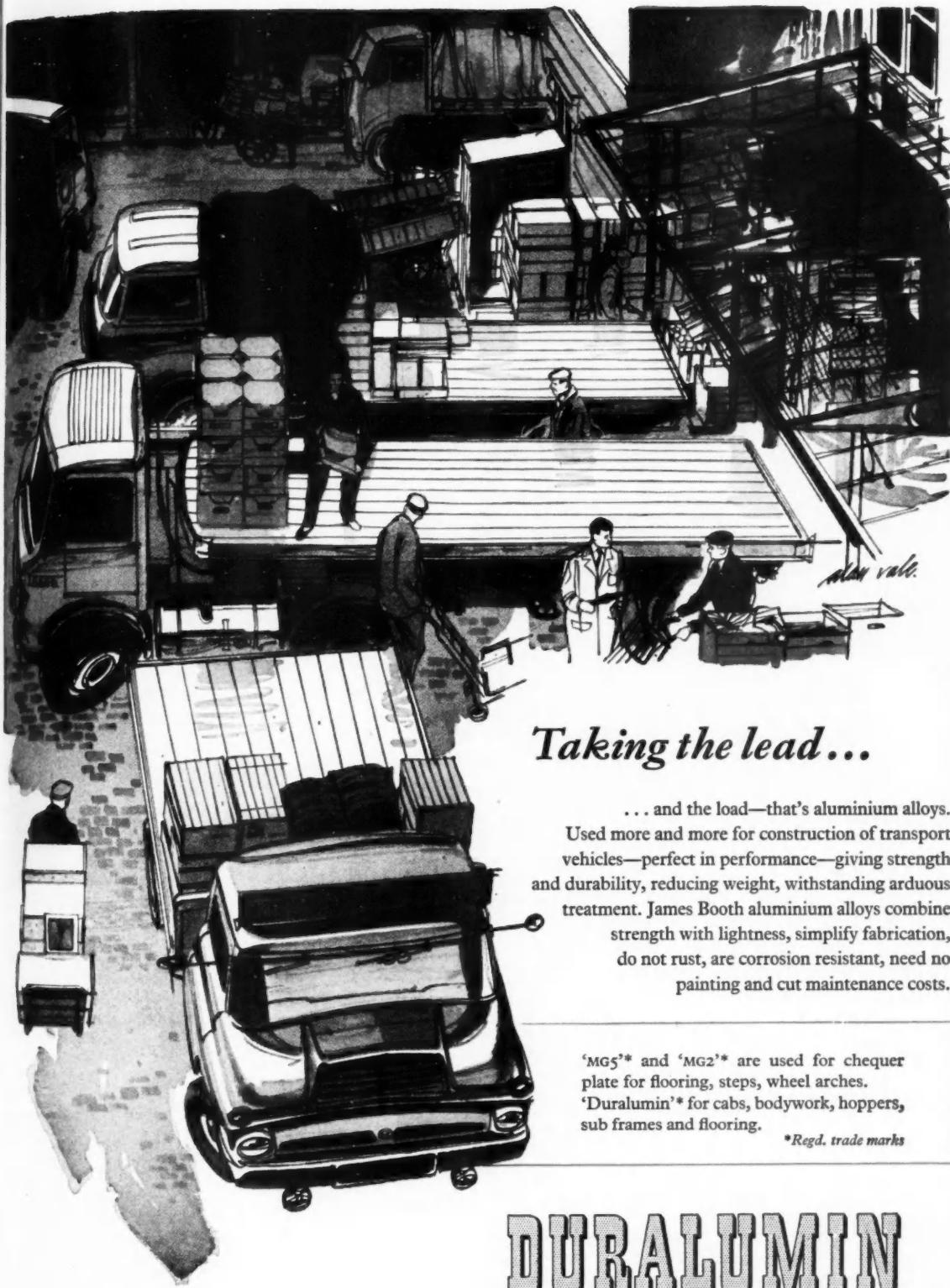
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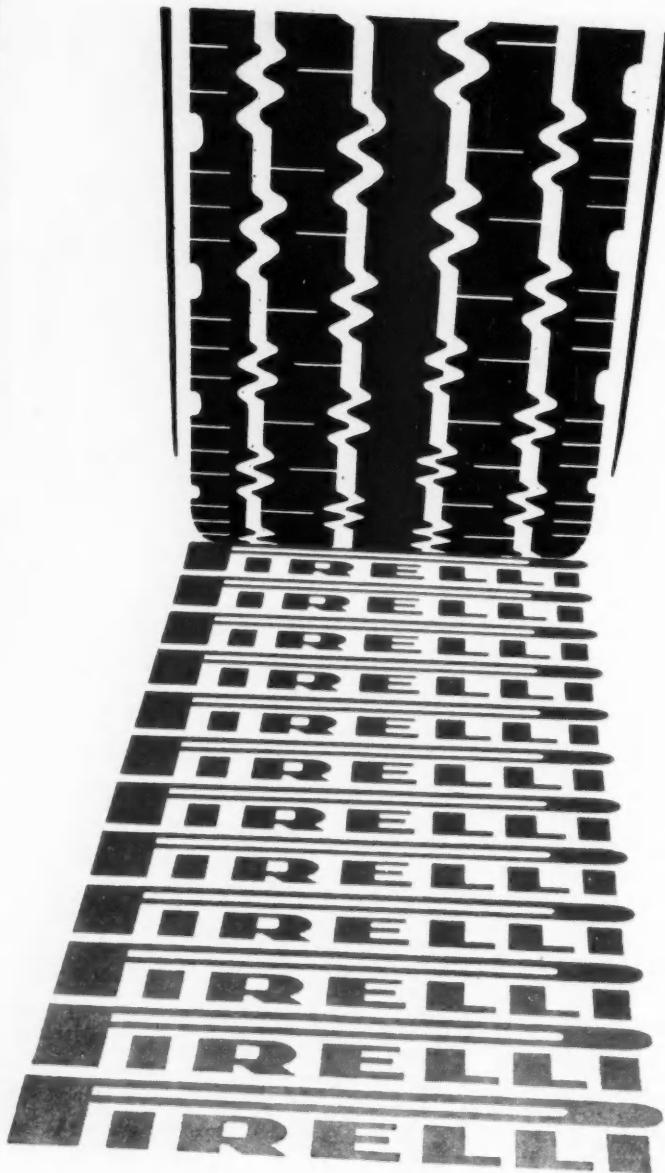
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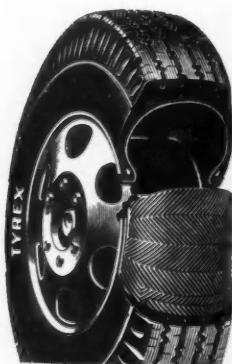


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Not-so-stupid Operators

MUCH has been written recently on the hill-climbing abilities of six-wheel conversions and heavy commercial vehicles. Mr. Wall's letter (*The Commercial Motor*, December 16), presents somewhat distorted opinions in relation to the facts.

The design of British commercial vehicles has, for years, been largely governed by the legal requirements for gross vehicle weights and not by "the cut-throat manner in which road transport operates at present and the gross stupidity of many operators," as suggested by Mr. Wall. The legal requirements have particularly penalized the heavy two-axled vehicles in comparison with light vehicles.

Chassis plating is an obvious answer to the problem, provided that the law governing gross vehicle weights is amended accordingly, and would be welcomed by most established road transport operators.

In recent years the engine power outputs of all manufacturers of heavy vehicles have been considerably increased and braking efficiencies have also been greatly improved. These are facts which are obvious to the regular road user of today. The general standard of vehicle maintenance has also been improved and this is confirmed by recent reports from Licensing Authorities in various parts of the country.

I suggest that Mr. Wall should visit the workshops of any well-established long-distance haulage contractor and see for himself their vehicle maintenance organizations. Judging from his letter I am sure he would be surprised.

Finally, it is unfair to compare the average haulier with the few cut-throat operators who admittedly do exist.

Dundee.

J. R. MEEK,

Service Manager,

Allison's Transport (Contracts), Ltd.

Calling All Model T Fords

THE picture and news item in *The Commercial Motor*, December 23, of the 5,000,000th Ford produced in this country being driven off the assembly line, makes interesting a comparison with the astronomical output of more than 15,000,000 model T Fords between 1909 and 1927.

A Ford T Register, formed early this year, has over 65 members so far, and we should be interested to hear from any more T owners, or about any T models still in use.

16 Townsend Drive, C. T. W. PEARCE,
St. Albans, Herts. Registrar.

Rigorous Maintenance

YOUR correspondent "G.P." (*The Commercial Motor*, December 16) asks London Transport for suggestions on the control of diesel fumes including the use of catalytic filters. The Department of Scientific and Industrial Research has stated quite recently that no filtering device, catalytic or otherwise, at present available is satisfactory.

London Transport's own methods, which are effective, include rigorous maintenance, regular and frequent tests of diesel fuel pumps and injectors, and the deliberate derating of the maximum power of bus engines in general service.

Westminster, S.W.1.

R. M. ROBBINS,
Chief Public Relations Officer,
London Transport Executive.

For Private Use?

I WOULD bring to your attention that any vehicle adapted to carry eight or more passengers, and used for hire work, must be a p.s.v.

It seems to me that Mr. Walkerley was thinking in terms of "private use" rather than private hire.

This vehicle, and others similar, is free from Purchase Tax—but if any seats are removed to make it, say, a seven-seater, then it becomes at once liable to Purchase Tax of roughly £300. In my opinion the original write-up on the vehicle (published in *The Commercial Motor* November 25, 1960) was very misleading.

Eyemouth, Berwickshire.

WILLIAM BLACKIE,
Blackie's Coaches.

That Personnel Carrier

IT is apparent from Mr. T. Walkerley's comments on my letter about the Commer personnel carrier that he has overlooked the provisions of Section 117 of the Road Traffic Act, 1960.

If this vehicle seats eight or more people and does not have a p.s.v. licence because it does not comply with the conditions of fitness regulations, then it cannot be used for hire or reward.

London, N.W.5.

JOHN BIRCH,
Managing Director, Birch Bros., Ltd.



Michelin Tyre Co., Ltd., of Stoke-on-Trent, have taken delivery of this Leyland Beaver articulated outfit from B. and W. Motors, Ltd., Wolverhampton. The van-bodied York semi-trailer has a capacity of 1,850 cu. ft.

Expansion Trends in Haulage

Contract A Licence Switches Continue

THE applications to convert vehicles on contract A licences to A or B licence continue. In the North, J. R. Henderson, Newcastle upon Tyne, seek an A licence for three vehicles on contract; in Yorkshire, A. T. Mitchell, Bradford, an A licence for two; and S. S. Hyde, Bingley, a B licence for four vehicles. Also W. H. Phillips, Ltd., at Wirksworth in the East Midlands, want to switch five vehicles to

an ordinary A licence instead of the present contract operation.

Other important applications include: A. Smith, Birmingham, a new A licence for seven vehicles in the West Midlands; J. Clarke (Haulage), Ltd., six additional tippers to A licence in the East Midlands; and G. R. Nixey (Hire Plant), Ltd., a new B licence for eight tippers in the same area.

NORTHERN

Applications

N 3/1/1.—**T. Brady and Sons, Ltd.**, Barrow, A var, add 1 tractor (3½t) 1 trl. (2t).
N 3/1/2.—**D. Moody (Haulage), Ltd.**, Choppington, A var, add 1 T (6½t).
N 3/1/3.—**Sparks Transport Services, Ltd.**, Darlington, A var, add 1 veh. (5½t) delete 1 trl. (5½t).
N 3/1/4.—**J. R. Henderson**, Newcastle upon Tyne, A var, add 3 veh. (9t 6c). Mainly goods for G. A. Cook, Ltd., and Washington Engineering, Ltd., and return loads as required. Now on contract A lic.
N 3/1/5.—**R. W. Iles**, Sunderland, A var, add 1 art. (7½t).

NORTH WESTERN

Decisions

NW 4/11/11.—**P.E.C. Bevis**, Westhoughton, B app, withdrawn.
NW 4/11/5.—**Custic Transport, Ltd.**, Manchester, A var, Granted.
NW 4/11/10.—**C. Fulbrook**, Rochdale, B app Refused. S.T. lic. granted.

YORKSHIRE

Applications

Y 4/1/1.—**Fred Chappell, Ltd.**, Batley, new A lic. 3 veh. (11½t). Building and road mats, within 40 miles; coal and coke within 80 miles; salt from Cheshire to Yorkshire, Lancashire and Durham; fertilizers and manufactured fuels as required. Change of normal user.

Y 4/1/2.—**J. F. Stubbs**, Rotherham, new A lic. 1 veh. (3½t). Iron, steel, copper products, electrical goods, dog food, game food; mainly within 150 miles.

Y 4/1/3.—**General Haulage Co. (Leeds)**, new A lic. 1 veh. (3½t). Paper, steel, sand, sugar and provisions; Leeds, Huddersfield, Manchester and Skipton. Take-over—B.H. Transport (Leeds), Ltd. (2) 1 veh. (6½t). Wool, paper, steel, grain, and g.g.; London, Yorkshire, Lancashire, Newcastle and Scotland. Take-over—C. B. Bickerdyke.

Y 4/1/4.—**A. T. Mitchell**, Bradford, A var, add 2 veh. (6½t). Now on contract A lic.

Y 4/1/5.—**J. Lambert**, Huddersfield, A var, add 1 veh. (4½t). Paper tubes, wool, shoddy, machinery and manufactured goods; London, Kent, South West Counties, Scotland, Midlands and Yorkshire.

Y 4/1/6.—**J. B. Kay, Hull**, A var, add 1 art. (6½t).

Y 4/1/7.—**Link Road Transport (Hull), Ltd.**, A var, add 1 veh. (3½t). To be used for maintenance purposes only.

Y 4/1/8.—**Archibalds (Storage), Ltd.**, Leeds, A var, add 3 veh. (9t).

Y 4/1/9.—**J. R. Bedford**, York, new B lic. 2 veh. (9t). Coal and coke within 40 miles.

Y 4/1/10.—**S. S. Hyde**, Bingley, B var, add 4 veh. (14½t). Goods for Auto Malleable (Bingley), Ltd., Phoenix Foundry, and Magnet Joinery, Ltd., as required. Now on contract A lic.

Decisions

Y 26/10/9.—**T. Simms, Ltd.**, Ossett, B lic, add 2 veh. Refused. S.T. lic. granted. coal, coke and briquettes, for Ron Chapel Group, inferior grade coal from stocking grounds.

Y 26/10/1.—**T. Roberts and Son (Barnsley), Ltd.**, A lic, add 1 veh. for maintenance. Granted.

B18

WEST MIDLAND

Applications

WM 29/12/1.—**A. Smith**, Birmingham, 9, new A lic. 7 veh. (280). General engineering goods, manufactured goods, metals, papers, foodstuffs and chemicals; London area, South Coast, Midlands, Yorkshire and Lancashire.

WM 29/12/2.—**R. A. Swain**, Church Stretton, A var, add 1 veh. (3½t). Mainly agric. produce and requisites; Midlands, Wales and Lancashire.

WM 29/12/3.—**Everitt Bros. (Transport), Ltd.**, Willenhall, new B lic. 1 veh. (2½t). Collection and delivery for own regular services. G.g. within 25 miles.

WM 29/12/4.—**Spartan Steel and Alloys, Ltd.**, B var, add 2 veh. (6t) 1 van (5t). All materials and equipment used in metal manufacture and processing for Tysley Metal Works, Ltd., as required

EAST MIDLAND

Applications

EM 28/12/1.—**British Railways**, Leicester, A var, add 1 art. (3t). (1c).

EM 28/12/2.—**A. Carter and Sons, Ltd.**, Derby, A var, add 1 veh. (5½t).

EM 28/12/3.—**British Railways**, Melton Mowbray, A var, add 1 art. (3t). (1c).

EM 28/12/4.—**J. Clarke (Haulage), Ltd.**, New Ollerton, A var, add 6 T (6t 12c).

EM 28/12/5.—**British Railways**, Northampton, A var, add 1 veh. (2t 16c).

EM 28/12/6.—**S. A. Plackett**, Sandiacre, A var, add 1 veh. (3t). Lace, nylon, silk, cotton, lace machinery, furniture, general shop supplies, furniture removals; Sandiacre, Draycott, Long Eaton, Beeston, Nottingham, Derby, Ilkeston.

EM 28/12/7.—**W. H. Phillips, Ltd.**, Wirksworth, A var, add 5 veh. (18t 18c). Goods for Wirksworth Quarries, Ltd., as required. Now on contract A lic.

EM 28/12/8.—**J. T. Hunt (Workshop), Ltd.**, A var, add 1 art. (6t). Mainly for use when own vans, or those of associate co. Littlewoods Transport, Ltd., are withdrawn from service for overhaul or repair.

EM 28/12/9.—**J. R. Browne**, Carterton, new B lic. 1 veh. (1t 4c). Caravan towing, within 250 miles.

EM 28/12/10.—**G. R. Nixey (Plant Hire), Ltd.**, Wheatley, new B lic. 8 veh. (2t 16c). Excavated mats, within 25 miles.

EM 28/12/11.—**Contractors Plant Hiring Co. Ltd.**, Leicestershire, B var, add 1 art. (9t 3c) low-kdr.; 1 art. trl. (3½t). Building mats, for Sherriff and Co., Ltd.; bricks for Leicestershire Brick and Tile Co., Ltd.; concrete products for County Concrete Co., Ltd.; building mats, for Tractor Ltd.; contractors' plant for Sherriff and Co. (1943) Ltd., and Tractor, Ltd.; plant and quarrying machinery for Gipsy Lane Brickworks, Ltd., County Concrete Co., Ltd., Thurlaston Sandpits, Ltd., and others as required.

EM 28/12/12.—**Harry Evans (Haulage), Ltd.**, Longcliffe, B var, add 2 veh. (13t) bulk tankers, dry mats, for bulk transportation, as required.

WESTERN

Applications

W 3/1/1.—**R. H. Goulding and Son, Ltd.**, Newent, A var, add 1 veh. (5½t). Livestock, furniture—any distance, agric. produce, farm requisites, timber, coal and stone; within 50 miles.

CONTRACTS: add, additional; agri., agricultural; art., articulated unit; c., consignment; g.g., general goods; G.B., Great Britain; ins., indivisible; lic., licence; low-kdr., low-loader; mats., materials; N.U., normal user; S.T., special type; t., tons; T., tipper; trl., trailer; var., variation; wh., wheels.

W 3/1/2.—**A. J. Gregory and Sons, Ltd.**, Tawton, A var, add 1 veh. (6t) containers, Livestock, meat, agric. produce and requisites mainly South West and Southern Counties.

W 3/1/3.—**S. P. Gunn and Sons (Coal), Ltd.**, Okehampton, B var. Vary conditions to g.g. within a radius of 200 miles with 1 veh. (4t).

W 3/1/4.—**Northover Bros.**, Pilning, B var. (11t 14c) cattle trucks, containers (2½t each) within 2T. (8t 2c).

Decisions

W 8/11/6.—**A. G. Marfet**, Drybrook, add 1 art. Withdrawn.

W 8/11/7.—**J. Smith (Blicknor), Ltd.**, A var, Granted 1 veh. (7½t).

W 22/11/4.—**W. J. Thomas**, Cheltenham, B var, caravans, G.B. Granted.

W 8/11/11.—**C. W. G. Winstle**, Bristol, B var, add 1 art. Granted.

W 25/10/5.—**K. Sweeting and Son**, A lic. Granted.

W 15/11/6.—**R. H. Jackson Haulage Co., Ltd.**, B var, add 1 veh. Granted.

W 15/11/7.—**Hunt Bros. and Wilkins and Son, Ltd.**, Portishead, B var. Granted.

METROPOLITAN

Applications

M 4/1/1.—**J. Payne and Sons, Ltd.**, Acton, B new A lic. 2 veh. (6t). Mining machinery, G.B.

M 4/1/2.—**S. C. Bent Garage and Import (London), Ltd.**, Wood Green, N.22, A var, add 1 veh. (3t 8c). To be used for maintenance purposes.

M 4/1/3.—**T. Payne and Sons (Haulage), Ltd.**, Covent Garden, A var, add 1 veh. (16t). London area.

M 4/1/4.—**G. H. Perry**, Caterham, Surrey, A var, add 1 veh. (3t 18c). G.G. London and south.

M 4/1/5.—**S. Smith and Co. (Downing Lane), Ltd.**, N.I., A var, add 1 veh. (3t). Non-processed foodstuffs; within 200 miles.

M 4/1/6.—**D. Underwood Transport, Ltd.**, Albans, A var, add 1 veh. (3t 16c). Fruit, vegetables, steel, paper, perishable and canned goods; Basildon, Ham, Liverpool, Manchester and elsewhere, London, Scotland.

M 4/1/7.—**A. A. Ince**, E.12, new B lic. 1 art. (1t 16c). G.B., G.B.

M 4/1/8.—**Sutton and Sons (St. Helens), Ltd.**, new B lic, add 1 veh. (1t 15c). G.G., within 10 miles.

M 4/1/9.—**T. Harry and Co. (Romford), Ltd.**, E.S. II, B var, add 2 veh. (6t). Household, office industrial removals, G.B.

M 4/1/10.—**Slecock and Colling, Ltd.**, Dagenham, B var, add 1 art. (7t 16c). New Ford van within 30 miles of Dagenham and 40 miles of Dartford.

SOUTH EASTERN

Applications

SE 5/1/1.—**B.R.S. (Pilkicks), Ltd.**, Maidstone, A var, add 1 veh. (3t) pantechinon, furniture effects, G.B.

SE 5/1/2.—**E. M. Powell**, Sittingbourne, new B lic. 1 veh. (7t). Cement and bricks, within 40 miles.

SE 5/1/3.—**Percy Hendy, Ltd.**, Southampton, B lic. 1 art. (7t). Transporter. Motorcars within 100 miles, London and the provinces. Now off contract.

SE 5/1/4.—**W. A. Brown**, Titchfield Common, Totton, new B lic. 3 T (10t 4t) 1 trl. (10t) low-kdr. Agric. and general contracting goods, any distance in districts where applicant has contracts.

SE 5/1/5.—**W. A. Brown**, Titchfield Common, Totton, new B lic. 3 T (10t 4t) 1 trl. (10t) low-kdr. Agric. and general contracting goods, any distance in districts where applicant has contracts.

SE 5/1/6.—**Acrow Engineers, Ltd.**, Farnham, Surrey, within 100 miles; Acrow Engineers, Ltd., within 10 miles, London and the provinces. Now off contract A lic.

Decisions

SE 15/9/1.—**A. T. Osborne**, Romsey, A var, Refused.

SE 29/9/5.—**Hill and Sons (Botley and Duncton), Ltd.**, B lic, add 1 veh. Granted.

SE 27/10/7.—**J. E. Bond**, Worthing, A var, add 1 veh. Granted.

SE 10/11/5.—**Hall and Co., Ltd.**, Ringwood, Worthing, B var, add 4 pressurized containers Granted.



—OPENS doors to representatives

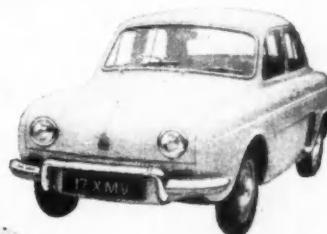


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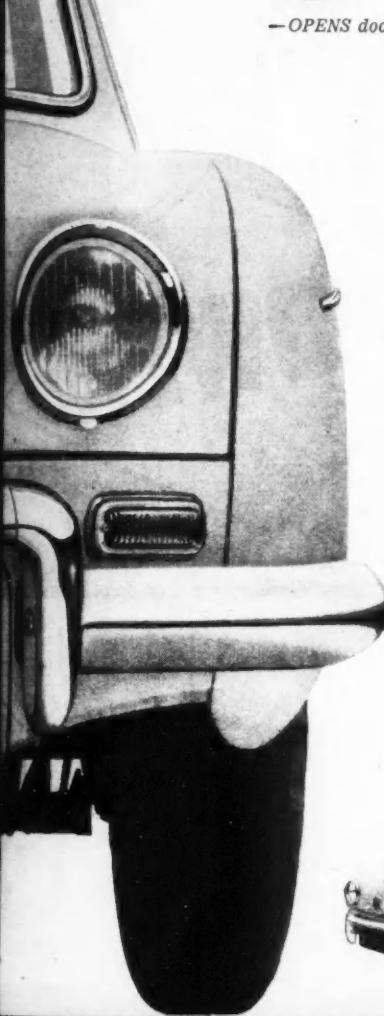
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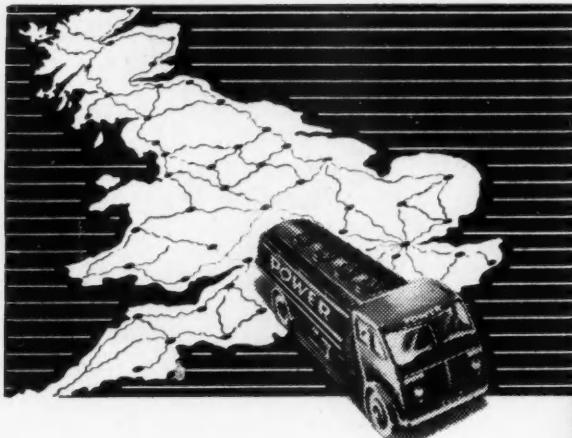
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Scope For Youth

Entry Into Road Transport Engineering is Examined by M. Hodd, a Recent Entrant Into Technical Journalism



Sir Henry Spurrier, chairman of Leyland Motors, presents a personal prize of £25 annually as president of Leyland Motors Engineering Society to the society's best member. Recipient for 1960, seen here with Sir Henry, was Mr. George W. Shaw, a 24-year-old research technician.

NOTHING exists to stop a young man working his way up from shop floor to management with present training facilities. This is the considered opinion of both union officials and the management of the Barrow-in-Furness Corporation Transport Department, where I recently saw how my contemporaries in the transport world are taught their trade under a new and comprehensive apprenticeship course.

In the bus depot there are four main departments, fitters, electricians, sheet-metal workers and body builders. Apprentices are engaged between 15 and 16 years of age, when they leave school, for five years' training. During their first year they are paid 30 per cent. of the agreed Amalgamated Engineering Union full wage, increasing yearly to 35, 45, 55, 66 and 77 per cent., until at 21 years they are paid full wage, whether they have completed the course or not.

The first year of training in all departments is largely spent in a nine-month full-time college course, run by the Barrow Education Department for progressively minded employers who aim each apprentice to have properly planned training at the start of his career. The syllabus includes 420 hours of practical work, and theoretical studies in mathematics, engineering science and drawing, and workshop technology, totalling 300 hours. Then there are general studies such as English language, use of the library, civics and the employment of leisure.

The grade of work undertaken will depend on previous educational background, and the course is designed to allow the apprentice to have extra training in those subjects most applicable to his future career. The cost of the course, and the costs needed during it, are paid for by his own management. After the long college holidays the apprentice returns to his employers and works for them.

Further Tuition

After his nine months' training, the Barrow transport apprentice has one day a week free from the depot to take further tuition at the college, and he is encouraged to attend as many evening school classes as he likes. No overtime may be worked during apprenticeship, and it is hoped that this will help him spend some time in further study.

When I asked if apprentices were expected to stay with the Corporation Transport Department after training, Mr. T. Lord, general manager, took the view that if there was a better opportunity for a young man outside the works, then he should not be discouraged from taking it. He added that some time in the future he hoped there would be co-operation between Alectors-Armstrongs, Ltd., who are building large new training premises, and the corporation. "I want the apprentices to have

an opportunity of seeing industry as a whole, not just one section of it," he said.

In the fitting shops it was obvious that apprentices were given a thorough grounding in their trade, both in general work and specialization. Barrow Corporation Transport have a garage handling a wide variety of vehicles, in addition to buses, on which the apprentices can gain added experience. At the other end of the scale they spend considerable time on work connected with fuel pump and injector maintenance and repair. Incidentally, if necessary, staff sometimes go on special short courses to keep them up to date on these particular subjects. Mr. G. Hall, an official of the Amalgamated Engineering Union, told me he heartily approved of the scheme.

Some Snags

In the electrical department, Mr. J. Bragg, of the Electrical Trades Union, thought that without a doubt the greatest advantage of the modern training over past methods was that the apprentice did not "have to cover his time." If necessary he could spend extra hours on a job until he was confident that he would know how to do it on another occasion. There were, however, some snags. Unit replacement often displaced the practice of repairing old units, and this meant that the apprentice did not have the experience of handling that particular component. This could be rectified by sending him on a short course on that subject.

In the body-building and sheet-metal working departments, union officials once more expressed enthusiasm for the Barrow scheme. There the management had arranged a deferred payment system for the apprentices with the firm who supplied their tools. Each apprentice was attached to a journeyman and given a general background to the work and, as the years passed, taught how to use some of the more complicated cutting equipment, until eventually he was fully qualified. The only possible hindrance to the scheme they could see was lack of enthusiasm by some apprentices.

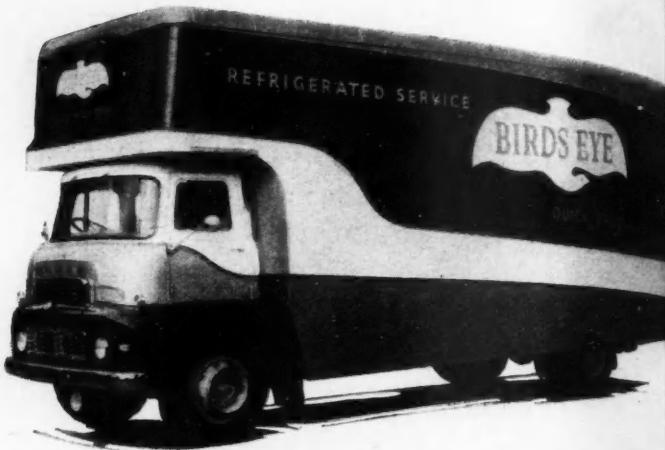
Those in the depot with whom I chatted all seemed to think the training plan an excellent idea, though some of them found the ban on overtime annoying. Qualifications through exams were regarded as a good thing if one had the intelligence to obtain them.

Mr. R. McVie, principal of Barrow's Central College of Further Education, said that one of the great advantages of the system was that the apprentice could see that his employers were taking an interest in his education. This often resulted in a completely changed outlook by the apprentice towards his job.



The Barrow general manager, Mr. T. Lord, with an apprentice. Mr. Lord is shortly to take over at Leeds.

This 1,080-cu.-ft.-capacity insulated and refrigerated body has been built by J. H. Sparshatt and Sons, Ltd., of Portsmouth, on a Dodge 8-ton oil-engined chassis, for the transport of Birds Eye frozen foods between the north of England and Birds Eye's factory at Eastbourne. The Sparshatt patent frameless stressed panel design is used, and the cooling system is a Thermo King forced air convection unit. Tests were carried out recently by Birds Eye Foods on basically similar bodies in which thermal efficiencies of 78 degrees were obtained.



Planning for Profit

"Artics" or Rrigids? — New Comparative Costs

LAST week I gave comparative costs of a 7- and 7½-ton rigid, together with the six-wheeled conversion of a similar chassis providing a minimum payload of 10 tons. Having ascertained the respective operative costs per mile for these three vehicles, the ultimate decision as to which would be the most economic in any particular instance would then be determined largely by the amount and flow of traffic.

Choice of vehicle, however, is not always dependent upon load capacity, but can also be influenced by particular aspects of operation. This especially applies when the possibility of using articulated vehicles is under consideration. There may be several factors involved in such a decision. The additional platform length normally provided by an articulated vehicle compared with its rigid counterpart could be of particular advantage when light, but bulky, loads are carried.

Alternatively, in certain payload capacities around 10 to 12 tons, rigid vehicles of initial cost comparable to the articulated version are not always available. Where the work envisaged for such vehicles is of comparatively short duration, the higher-quality rigid four-wheeler, although admirable in other circumstances, may not be suitable.

Where traffic conditions permit, and where the operator has control over one, or preferably two, loading and unloading points, the principle of articulation, employing two or more trailers, may be exploited to advantage. Unfortunately, when preparing standard costings, it is not possible to show just what savings could then be achieved, as these must obviously be dependent upon the particular circumstances in each instance.

As a starting point, however, it is first necessary to ascertain the operating cost of the articulated version, as compared with a comparable rigid vehicle of similar capacity. Accordingly, the operating costs of 3-ton and 10-ton vehicles are now detailed in both rigid and articulated versions, all four being fitted with oil engines. Appropriate to the size of vehicle, it is assumed that the smaller vehicles will be engaged on local work, with a correspondingly small weekly mileage, around 200. The 10-tonners are assumed to be employed on medium or long-distance work, involving a weekly average of 800 miles.

The 3-ton rigid oiler, with platform body, would have an unladen weight of around 2 tons 8 cwt., incurring an annual licence duty of £30, the equivalent of 12s. per week. This is calculated on the basis of a 50-week year to allow for two weeks per annum when the vehicle may be off the road on account of driver's holiday or major overhaul.

The Operating Costs of 3- and 10-ton Oilers, with Alternatively Rigid or Articulated Chassis are Detailed Below, Inclusive of Recent Increases in Wages and Insurance Premiums

In accordance with the Road Haulage Wages Regulation R.H.(70), which came into operation last month, the basic minimum remuneration for an adult driver of this size of vehicle based in a Grade 1 area is £8 18s. This, however, will not be the employers' expenditure on account of a new item of "wages." In addition to the statutory National Health Insurance contribution amounting in this instance

8s. 3d. each driver each week, many operators find it prudent to pay voluntary liability insurance contributions, adding a further 11d. a week.

This would give an intermediate total of £9 7s. 2d., which would then have to be adjusted so as to allow for two weeks' holiday with pay, as required by Order R.H.(70). This results in a final total of £9 14s. 8d. as the minimum cost of wages to the employer in respect of a driver of a 3-ton vehicle. The rate applicable to an adult has been used to permit a comparison of operating costs with the larger vehicles.

RENT and rates incurred in garaging the vehicle are reckoned to amount to 9s. 9d. a week. Increases in insurance premiums have been announced as from January 1 this year, ranging from 10 to 15 per cent., according to the accident record of individual operators. It will be assumed that for all four vehicles the increase will amount to 20 per cent. On this basis, the premium for a 3-ton vehicle operating in medium areas would be £28 16s., the equivalent of 11s. 6d. a week.

It will be assumed that the initial outlay for this 3-ton oiler will be £995. Interest charged at a nominal rate of 3 per cent. on this outlay would then amount to 12s. each week, giving a total for the five items of standing cost of £11 19s. 11d. As stated previously, it will be assumed that the average weekly mileage is 200, with a corresponding standing cost per mile of 14.40d.

Where fuel is purchased in bulk at 3s. 10½d. per gallon, the fuel cost per mile would amount to 2.08d., assuming an average rate of consumption of 22.5 m.p.g. was maintained. Lubricants are reckoned to add 0.23d. per mile.

A set of tyres would cost £93, giving a tyre cost per mile of 0.74d., based on an estimated mileage life of 30,000 miles. Maintenance, inclusive of washing and servicing, is calculated to cost 1.97d. per mile. This is somewhat higher than we normally apply on the assumption that, despite the low weekly mileage, the vehicle will still be washed weekly.

The cost of depreciation is assessed at 1.39d. per mile. This is on the basic assumption that the vehicle would normally have a mileage life of 150,000, but with a subsequent addition to the cost per mile to allow for possible obsolescence, account of the relatively low mileage. In order to obtain

(Continued on page 849)

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LEADERSHIP IN LUBRICATION



ance to be written off, it is first necessary to deduct the cost of the original set of tyres from the initial price of the vehicle, plus a further allowance in respect of the estimated residual value.

The total running cost per mile for this 3-ton rigid would be 6.4d. and the running cost per week, when averaging 20 miles, £5 6s. 10d. Added to the standing costs, this would give a total operating cost of 20.81d. per mile and 7s. 9d. a week. When traffic conditions permitted even loading to the maximum recommended by the manufacturer the cost per ton-mile would be 6.94d.

The articulated version of the 3-tonner, complete with tractor unit and trailer, is estimated to cost £1,470. The unladen weight of the outfit would be around 7 cwt., with a corresponding licence fee of £42 10s., or 17s. a week. Wages remain the same as before at 14s. 8d., but rent and rates will be proportionally higher at 10s. 3d. a week because of the greater overall length of articulated version.

Similarly, the cost of insurance will be slightly higher on account of the additional outlay, and will amount to 12s. 6d. a week. Interest charges will also be higher at 17s. 7d., giving a total standing cost each week of £12 12s. At 200 miles per week, the resulting standing cost per mile will be 15.12d.

The rate of fuel consumption will now be estimated at 8 m.p.g., giving a fuel cost per mile of 2.60d., whilst lubricants add 0.24d. Due to the additional tyre equipment, a set will now cost £122, with a corresponding tyre cost per mile of 8d. Maintenance is adjusted to 2.21d. per mile and depreciation to 1.86d., after making appropriate allowances in respect of residual value of both the tractor unit and articulated trailer.

This gives a total running cost per mile for the 3-ton "artic" of 7.89d., and a total operating cost each week of £6 11s. 6d. Correspondingly, the total operating cost would be 23.01d. per mile or £19 3s. 6d. a week. The cost per ton-mile would be 7.67d.

FOR the purpose of providing a fair comparison between rigid and articulated vehicles of 10 tons carrying capacity, the operating costs of a six-wheeled rigid conversion and corresponding articulated vehicle based on a similar chassis will be given.

Dealing first with the rigid six-wheeler, the unladen weight will be reckoned at 4 tons 13 cwt. with a resulting annual insurance duty of £65, the equivalent of £1 6s. a week. Assuming that loads will, in fact, be limited to a maximum of 10 tons, the basic minimum remuneration for drivers in Grade 1 areas would be £9 5s. 6d. With corresponding additions as made in the two previous examples on account of insurance contributions and holidays with pay, the total weekly expenditure on wages would amount to £10 2s. 5d. Rent and rates incurred in garaging the vehicle are estimated at 12s. 3d. a week

This Karrier Bantam 2/3-ton chassis/cab, with special bodywork by B. Walker and Son, Ltd., Watford, is one of a K.L.M. fleet for transporting baggage to and from aircraft at London Airport. The inclined floor is constructed of light alloy and is shaped inwards to the centre. A waterproof cover is fitted to the front bulkhead and can be pulled over the baggage in bad weather. A small loading platform is mounted on the cab roof.



and vehicle insurance at £1 8s. 10d., inclusive of the recent additions.

The total outlay on this six-wheeled conversion will be reckoned at £2,000, and interest charged at the nominal rate of 3 per cent. on this amount would add £1 4s. to these standing costs, giving a total of £14 13s. 6d. As with the articulated vehicle, it will be assumed that the average weekly mileage is around 800, with a resulting standing cost per mile of 4.40d.

WITH fuel purchased in bulk as before at 3s. 10d. a gallon, the fuel cost per mile will amount to 3.90d. when the average rate of consumption is 12 m.p.g. Lubricants add 0.26d. and tyres 2.48d. per mile on the basis of a cost per set of £310. Maintenance is estimated to cost 2.90d. and depreciation 2.36d. per mile.

The total for these five items of running costs thus amounts to 11.90d. per mile or £39 13s. 4d. a week. The corresponding operating cost would then be 16.30d. per mile and £54 6s. 10d. a week. The cost per ton-mile would be 1.63d.

The first two items of standing costs for the 10-ton "artic" will be the same as for the six-wheeled conversion, namely licences £1 6s. and wages £10 2s. 5d. each week. Rent and rates will be reckoned a little higher at 13s. 4d. on account of the increased overall length of this articulated vehicle. The initial cost will be reckoned at £2,310, with corresponding increases in the cost of insurance (£1 9s. 9d.) and interest charges, which are raised to £1 7s. 9d. Total standing costs each week are thus £14 19s. 3d. or 4.49d. per mile, still assuming an average of 800 miles a week.

With an average rate of consumption of 11 m.p.g., fuel cost per mile would be 4.25d. and lubricants 0.27d. a mile. Tyres are reckoned to cost 2.08d. and maintenance 2.36d. a mile, whilst depreciation adds 2.48d., assuming a vehicle mileage life of 150,000. Total running costs then amount to 11.44d. per mile, or £38 2s. 8d. a week, whilst total operating costs become 15.93d. per mile and £51 1s. 11d. a week. The cost per ton-mile for this 10-ton "artic" is, therefore, 1.59d.

As mentioned earlier, however, comparison of the respective operating costs of rigid and articulated vehicles does not provide the only criterion when a choice has to be made. Much will also depend upon the particular type of operation on which the haulier is engaged. In some instances the interchange of semi-trailers might provide substantial economies in overall working, whilst in other circumstances the additional platform length normally available with articulated vehicles would benefit carriers of light, but bulky, loads. Alternatively, in other cases, the type of road or surface on which the vehicle may have to operate may make the use of rigid vehicles advisable.

S.B.

B25

Robinson Rentals, Ltd., television rental specialists, cover approximately 1,000,000 miles annually with a fleet of 130 Austin A35 vans. This is one of 18 new vehicles supplied by David Robinson, Ltd., of Bedford.



Power-assisted Steering

A COMPACT power-steering unit is shown in patent No. 854,894 (Clayton Dewandre, Titanic Works, Lincoln). The layout enables the unit to be bench tested before installation as, with the exception of the hydraulic pump, all parts are contained in the steering-box casing.

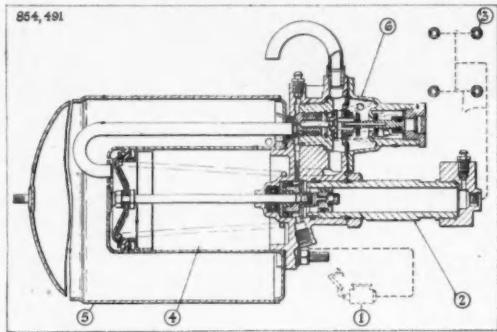
The steering shaft (1) is threaded and when rotated displaces the sleeve (2) which is connected to the valve-operating lever (3) pivoted at 4.

Movement of the lever alters the position of a double-acting spool valve (5) and, depending on the direction of movement, fluid under pressure is admitted to the power cylinder above or

below the piston (6), and released from the other side into the casing, which is the fluid reservoir for the system.

The cylinder is thus displaced either up or down and force is applied to the end of the rocker-shaft lever (7). This force continues as long as the valve is kept in its relative position by the continued rotation of the steering shaft. When rotation ceases a neutral position of the valve results and lever (7) and drop arm (8) are held stationary.

In the event of failure of the hydraulic system, movement of the lever (3) takes up the clearance in the bush (9) and steering effort is transmitted directly to lever 7.



COMPACT BRAKE SYSTEM

PATENT No. 854,491 (Clayton Dewandre Co., Ltd., Titanic Works, Lincoln), shows an air-pressure-operated hydraulic braking system of compact layout; the air cylinder, reaction valve and hydraulic cylinder are all located at the air reservoir.

Referring to the drawing, the pedal-operated master cylinder (1) supplies hydraulic pressure to the piston of the hydraulic cylinder (2) and from there to the vehicle brakes (3). At the same time, the hydraulic pressure generated actuates the reaction valve (6) to admit compressed air into the servo cylinder (4), which is located inside the reservoir (5). This applies additional thrust on the piston of the hydraulic cylinder (2).

In addition to the advantages of compactness and simplicity and the reduction in pipe work necessary, the scheme enables the whole assembly to be tested as a unit before installation on the vehicle.

IMPROVED BALL-BEARING

PATENT No. 855,954 (Ransome and Marles Bearing Co., Ltd., Stanley Works, Newark-on-Trent) deals with an improved straight-line ball-bearing.

It has been found that the coefficient of friction of these bearings is greatly influenced by the material of which the cage is made. A list of suitable materials is given, among which bronze and p.t.f.e. are mentioned. In some cases the reduction in friction has been as high as 50 per cent.

B26

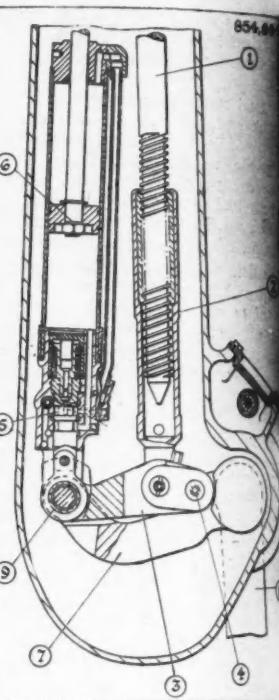
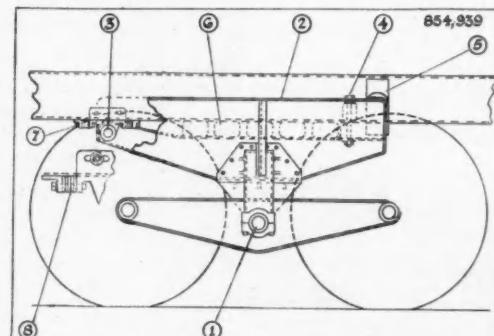
PISTON WITH RING-CARRYING INSERT

PATENT No. 852,806 shows a light-alloy piston provided with a harder cast-in annulus for the ring region. The annulus is deeply notched at several points and during the cooling process it fractures into separate pieces. These are not seriously affected by expansion stresses. The patent comes from Specialloid, Ltd., Black Bull Street, Leeds, 10.

NOVEL LUBRICATION SYSTEM

PATENT No. 855,142 (J. Martiny, 10 rue Pavée, Rouen, France) deals with the lubrication of universal joints and other awkwardly shaped parts that normally have to be enclosed in a boot. The patent describes a novel method of creating a perfectly fitting boot.

The joint is first thickly covered with grease and then smoothed off. Next, it is sprayed with a rubber solution which covers both the grease and the adjacent parts. This, when dry, forms a perfect fit, closing the joint completely but allowing it to flex. The churning of the grease is said to create effective circulation in use, and it is expected that the cover will last the life of the joint.



VARIABLE RATE SUSPENSION SYSTEM

A SUSPENSION system for heavy vehicles which is intended to give soft suspension when lightly loaded, stiffness increasing as more load is applied, forms the subject of patent No. 854,939 (J. Vaillant, St. Marsel, Mantes, France).

The drawing shows a pair of tandem axles attached to a rocking beam pivot on a sub-frame at 1. The sub-frame is itself pivoted to the chassis frame at one end (3). The other end is vertically free, except for a cushioned bearing (4) to limit excess movement. Later movement of the sub-frame is restricted by pads (5) on the chassis.

The load is taken by a number of springs (6), the material of which is unspecified. As shown, they are equally compressed and this corresponds to the fully laden condition. In the completely unloaded state, only the hand spring would be under compression, the others being taken by downward swing of the sub-frame. With increasing load, upwards swing of the frame would bring some of the springs into operation.

The beam pivot can be adjusted in the fore-and-aft direction by altering the length of the pack of collars. These are enlarged at 8 and facilitate assembly of the unit.

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5-TON	THAMES 1952; Luton Van with Diesel engine; Very useful vehicle. Seen Birmingham	
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2/3 TON	KARRIER 1960; Bantam Mobile Grocery Shop De-Luxe; Low mileage; Cost £2,000. Seen Manchester	
7-TON	BEDFORD 1957; Leyland Diesel engine Dropside; Good condition; Good tyres. Seen Manchester	
15-CWT.	COMMER 1960; S/door Van; Petrol engine; Heater; Painted Blue; 6,000 miles only; Demonstration only. Seen Manchester	
15-CWT.	COMMER 1960; F/C 4-Berth Caravan; fitted with Diesel engine; Calor gas; Heater; Excellent condition; Painted Green; Cost £1,060. Seen Manchester	
MINIBUS	AUSTIN 1957; "Minibus"; very good condition; 12-seater. Seen Manchester	
15-CWT.	COMMER 1960; H/Door Van with extra side door; Diesel engine; Excellent condition; Painted Grey; Heater; 6,000 miles only; Demonstration only. Seen Manchester	
15-CWT.	FORD 1959 Thames Van; Third door; Petrol engine; Excellent condition; Excellent appearance. Seen Manchester	
1-TON	MORRIS 1955 LD.1. Van (gown); Fitted with 3 rails; Exceptional condition; Cheap. Seen Manchester	
7-TON	BEDFORD 1955 Diesel Engine Dropside; Good condition; Good tyres. Seen Manchester	
2-TON	BANTAM D/S Truck 1952; Petrol. Seen Maidstone	
4-TON	FORD Thames 4D D/S Truck 1956; Diesel. Seen Maidstone	
5-CWT.	FORD Thames Van 1958; Petrol; Grey. Seen Maidstone	
5-TON	AUSTIN 1958; N/C 4-yard hydraulic end tipper; Petrol. Seen Canterbury	
30-CWT.	COMMER 1958 Large Capacity Van; Diesel. Seen Canterbury	
4-TON	MORRIS 1958 Diesel Platform Lorry; Very small mileage. Seen Canterbury	
1959	AUSTIN 152 F/C 13-seater Omnicouch; Blue; Heater; Screenwasher. Seen Rochester	
1959	MORRIS Minor "1000" 4-ton Van; Green; Very clean vehicle; Wing mirrors. Seen Rochester	
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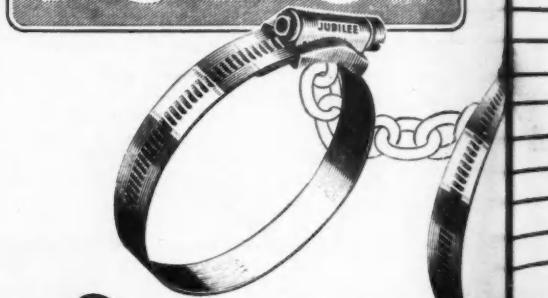
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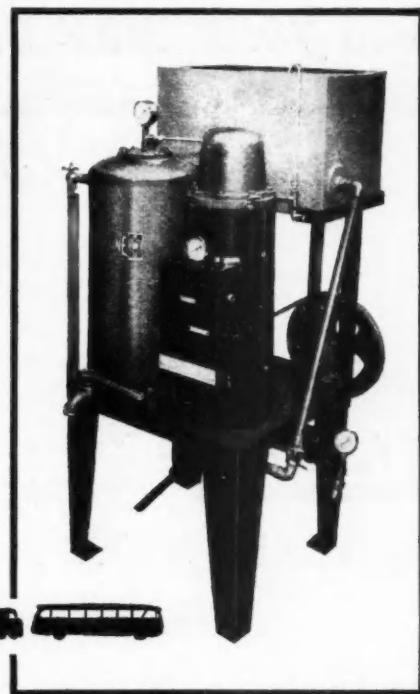
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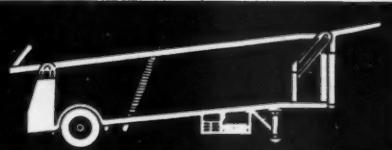
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1954 BEDFORD 38-seater 7 ft. 6 in. wide DUPLE body. Red interior ... £1,775

1953 35-seater BEDFORD BURLINGHAM. C.O.F. 1963 £1,325

1952 35-seater BEDFORD PLAXTON. Red interior ... £1,125

1951 BEDFORD 33-seater DUPLE. Blue interior. Recertified £1,100

1951 BEDFORD 33-seater PLAXTON ... £950

1951 LEYLAND ROYAL TIGER 31-seater TO CLEAR ... £1,200

1951 34-seater FORDSON. Fitted P6 diesel engine. Very clean £395

1953 33-seater A.E.C. Mark IV. C.O.F. 1963. Front entrance. In very nice condition throughout £1,650

1947-48 BEDFORD 29-seater DUPLES and PLAXTONS. CHOICE OF FIFTEEN ... £150 to £250

1950 BEDFORD VISTA 29-seater DUPLE. C.O.F. 1964. Blue interior, blue and ivory exterior ... £525

1947 A.E.C. 7.7 56-seater CHARLES ROE body. High Bridge Double Decker. Immaculate ... £500

1947 BEDFORD DUPLE VISTA. C.O.F. 1963. Very clean. Fitted high backed seats. Mechanically perfect £300

Limited number of new Bedford SBI and SB3 BURLINGHAM '61' FINISHED TO CUSTOMER'S REQUIREMENTS FOR EARLY DELIVERY. LIST PRICE.

ALL VEHICLES ENTERED IN THIS ADVERTISEMENT HAVE BEEN PROTECTED WITH GENUINE VAUXHALL ANTI-FREEZE

"KIRKBY" QUALITY TESTED VEHICLE ALWAYS REPRESENTS GOOD VALUE FOR MONEY

PHONE: DINNINGTON 541 (FOUR LINES BY DAY)

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FOR THE BEST OF USED VEHICLE

ARLINGTON

LIGHT VANS

- Bedford 1956, 10/12 cwt. Van.
- Bedford 1958, 15 cwt. Van.
- Commer 1959, 7 cwt. Van.
- Bedford 1959, 15 cwt. Van.
- Ford Thames 1958, 5 cwt. Van.
- Bedford 1959, 15 cwt. Milk Float.



ARLINGTON MOTOR CO LTD
High Road, Ponders End, MIDDLESEX Tel.: HOWard 1266

TRUCKS

- Bedford 1958, 7 ton Diesel, 2-speed.
- Bedford 1960, 7-ton 300 cu. in. Diesel Truck, 2-speed Axle, 15 miles only.
- Dodge 1959 (December), 7 ton, Gas engine, 2-speed axle, 40,000 m. only.

SIX & EIGHT WHEELERS

- Leyland 1956, Octopus 24 ft. 6 in. form.
- Leyland 1955, Octopus 24 ft. 6 in. form.
- Atkinson 1957, (11.2 A.E.C.) 24 ft. 6 in. Sided.
- A.E.C. 1955, Mammoth Major, 24 ft. Platform.

ARLINGTON

ARTICULATED SIX - WHEELERS

- Bedford 1959, 10 ton Scammell 24 ft. Platform.
- Bedford 1956, 10 ton Scammell 24 ft. Platform.

TIPPERS AND DUMPERS

- Bedford 1958, 6 ton Diesel, 5 cu. yd.
- Bedford 1958, 7 ton 7 cu. yd.
- Bedford Tipper 1954, Petrol, 5 cu. yd.
- Commer 1958/59/60, 7 ton 7 cu. yd. Tippers.

ARLINGTON

BRANCHES AT:

- High Road, Waltham Cross, HERTS
Tel.: Waltham Cross 26241
- 25 & 27 Vauxhall Bridge Road, London, S.W.1
Tel.: VIctoria 6033/4/5
- Cornard Road, Sudbury, SUFFOLK
Tel.: Sudbury 2301/2/3
- Newport Road, Cardiff, SOUTH WALES
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Bedford Main Dealers

THE
SPECIALISTS
IN ALL MATTERS
CONCERNING
ROAD
TRANSPORT

January 13, 1961

(Supplement) 79

CLASSIFIED

PRESS DAY: First Post Tuesday at
Head Office

ADVERTISEMENTS

RATES: 1d. per word (minimum 12 words 11/-)
Each paragraph charged separately

GOODS VEHICLES FOR SALE AND WANTED**USED GOODS VEHICLES****A.E.C.**

A.E.C. Matador 4 x 4s; unregistered, new batteries, 1 spare wheel, good running order, £100 each. **W. VASS, LTD.**, Ampthill, Bedford. Ampthill 3255-222-863.

1956 Mammoth Major, 9.5 engine, double-drive, air brakes, 25-ft. flat, 9.00 x 20 tyres, immaculate condition, 4 Carruthers St., Liverpool, 3. 891-264.

1956 A.E.C. 8-wheeler, 9.6 engine, air brakes, double drive, almost new 25-ft. flat body, in excellent order. £1450.

1956 A.E.C. Mercury 4-wheeler, 22-ft. drop-sided body, clean and in very good order, one owner, £150.

1949 A.E.C. 4-wheeler boxvan, 9.6 engine, in very good order, £375.

1949 A.E.C. 4-wheeler flat platform truck, 9.6 engine, in good order, £375.

Also other good A.E.C. vehicles in stock.

USH GREEN MOTORS, Langley, Hitchin, Herts. Stevensons 171. **1955** Mercury, air brakes, 9.00 x 20 tyres, all good, 21 ft. 6 in. platform body, alloy underframe. **PARICK MOTOR ENGINEERING CO., LTD.**, Copeland St., Stoke-on-Trent. Phone 4750-222-891-242.

A.E.C. Mercury, 5-speed box, 21-ft. platform body. **E500**, Cardale Garage, 269 Carlton Rd., Nottingham 52034.

A.E.C. 4 x 4, 6 x 6 Matadors, T. E. Cuniffes 45 Wellington Rd., Handsworth, Birmingham 891-453.

MATADOR chassis and cab, 4.00 x 20 tyres, winch. No cab, also Matador, new cab, good engine, fitted 8 x 8 tyres, with air brakes, 550 cu. ft. **Commercial Vehicles, Ltd.**, Langley Mill 2633 (Notts). 891-468.

A.E.C. Wanted

A.E.C. Mammoth Major, 9.6 engine, double-drive truck required, 1957-1960; also 1957-61 A.E.C. Mercury Mk. II medium- or long-wheelbase truck. **CAMBERWELL GARAGES, LTD.**, Ing Rd., Vauxhall, London SE11. 891-952.

WANTED, ex-W.D. A.E.C. 6 by 6 2,500-gallon diesel water tankers, complete with pumping equipment. Ref CM9015, care of "The Commercial Motor". 892-9610.

A.E.C. Monarch, short wheelbase. Full particulars, Box CM827, care of "The Commercial Motor". 891-524.

ALBION

1956 ALBION Reiver, 22-ft. 6-in. alloy platform, recently new fibreglass cab, Leyland engine, unregistered, £1,000. **WALKER AND SON**, East Markham, Newark. Notts. 891-9402.

1954 ALBION Cheddleton 7-ton 18-ft. alloy truck, well tried and ready for immediate use. **DAIRLINS (HEREFORD), LTD.**, Holmer Rd., Hereford. Phone 4222.

ALBION 4-wheel Chieftain, drop sides, excellent condition, registration October 1956, £675. **ALBION** 6-wheel, drop sides, excellent condition, first registration April 1956, £875. **Hunters of Hull**, Hull. 891-152.

1953 ALBION 8-wheel, heavy duty, air brakes, double drive. **BUCKERY AND CO.**, Maybells Farm, Ripple Rd., Bunting, Essex. Denison 5881. 891-430.

1956 ALBION Chieftain, drop-deck cab, 18-ft. alloy truck, one owner from new 1955 or terms arranged. **Berry Eaton, Ltd.**, 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146. 891-257.

1956 ALBION Chieftain, short-wheelbase, alloy bodied **HAMBLENS OF RUSHDEN**. Phone, Rushden 3211. Northamptonshire. 891-430.

1955 ALBION Reiver Eight 6-wheeler platform, tyres all new, super condition throughout, well liked after 1958. 891-430.

CHURCH ROAD MOTORS (SOUTHEND-ON-SEA), LTD., Church Rd., Hadleigh, Essex. Phone 5771-6. 891-504.

BROWNHILLS MOTOR SALES, LEYLAND, ALBION, SCAMMELL.

EARLY delivery of new ALBION Reivers.

See our advertisement under Used Goods Vehicles Unclassified.

BROWNHILLS MOTOR SALES, WATLING STREET (A5), BROWNHILLS, STAFFS. Phone, Brownhills 2307, 23367 and 2392. 891-479.

1951 ALBION, 1,600 cu. ft. diesel, Luton, £275. **FRANK G. GATES, LTD.**, Gates Corner, E.18. 891-560.

ATKINSON
THE NIGHTINGALE ENGRG. CO., LTD., THE LONDON DISTRIBUTORS FOR ATKINSON.

All MODELS, COMPLETE SALES AND SERVICE AT BALHAM, S.W.12.

Box 2193 (five lines). 777-731.

Used Goods Vehicles (contd.)

1957, December, L1580 ATKINSON 8-wheeler, 6LW, 24-ft. flat, Clayton automatic lubrication, good tyres and condition, a fully recommended one-owner vehicle, available immediately at a keen price.

MIDLAND DISTRIBUTORS.**RYLAND GARAGE, LTD.**

RYLAND STREET,

OFF BROAD STREET,

BIRMINGHAM, 16.

Edgbaston 4501-5. 891-47

1951 ATKINSON 8-wheeler, Duramin body and glass-fibre cab, with wrap-round screen, rebuilt throughout in 1958, 36 x 8 tyres, as new; this vehicle is in immaculate condition and could be compared with a vehicle two years old. £550. Edgbaston 4501-5. 891-347.

1953 ATKINSON 8-wheeler, 6LW, Gardner 6HP, arranged to approved applicants. Phone, Bexleyheaton 7108. 891-392.

1952 Dismantling ATKINSON 8-wheeler, 6LW, all parts available, no cab and no radiator. **Lansley Mill Commercial Vehicles, Ltd.**, Lansley Mill, 2625, Notts. 891-404.

1954 ATKINSON 8-wheeler double-drive & long-wheelbase chassis and cab, well maintained. **R. JUSTICE**, Winter Closes, Underwood, Notts. Phone 891-419.

1956 ATKINSON 8-wheeler, 6LW, double-drop, 5-speed box, automatic lubrication, long-life tyres, 24-ft. flat, 40 x 8 tyres, in good condition. £750. **CONNAC HAULAGE**, 10 Borrowdale Rd., Lancaster. Phone 3841.

A TRUCK 8000 diesel, double drive, in marvellous condition, £300. 93 Woodhouse Rd., Sheffield. Phone 29139 or 37529. 891-565.

Atkinson Wanted

WE wish to purchase three ATKINSON 4LK vehicles, 1955-59. Cooksons, Ltd., Gainsborough, near Newark. Phone, Guisley 2660. 891-123.

AUSTIN

AUSTIN 6 x 4 chassis and cab, very low mileage, complete with new battery, spare wheel and tyre. £180.

L. W. VASS, LTD., Ampthill, Bedford. Ampthill 3255-222-891-212.

CAR MART, LTD.

SIX MONTHS' GUARANTEE WHERE STATED.

AUSTIN 3-ton B.M.C. diesel normal-control boxvan, £475. **AUSTIN** A152 15-cwt. Omnivan, £275.

AUSTIN 3-ton Luton van (approx. 900 cu. ft.), £345.

AUSTIN A35 van, choice of several from £295.

AUSTIN 7-ton B.M.C. diesel long-wheelbase container-body boxvan (approx. 650 cu. ft.), £345.

AUSTIN A152 13-seater Omnicar, guaranteed £345.

AUSTIN A152 15-cwt. Omnidrill, guaranteed £325.

THE CAR MART, LTD.

WELSH HARP,

EDGWARE ROAD, N.W.9.

Hendon 6500. 891-121.

4 X 4, good selection, low mileage. M.O.S. rebuilds from £150 each; 6 x 4, x 2, low mileage. M.O.S. rebuilds chassis and cabs from £175 each.

CUNDY AND STEWART, LTD., Alfreton, Derbyshire. Telephone, Tresloch 471.

1958 ATKINSON tractor unit, fifth-wheel coupling R.M.C. diesel £500.

HAMBLENS OF RUSHDEN. Phone, Rushden 3211. Northamptonshire. 891-425.

1953 ALBION 8-ton van, side and rear roller shutter, 770 cu. ft. capacity, recent major engine alteration. £195. **A. Clark, Ltd.**, Frances Rd., Windsor. 893-9610.

CLASSIFIED ADVERTISEMENTS

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Used Goods Vehicles (contd.)**MARSTON MOTOR CO., LTD.**

SEVEN SISTERS ROAD, TOTTENHAM,
LONDON, N.15.

Phone, Stamford Hill 8000.

MAIN retail dealers for AUSTIN commercial vehicles and some distributors for Thornycroft commercial vehicles for London and Home Counties north of the Thames.

OFFER FROM STOCK:

NEW LUTON VANS FOR IMMEDIATE DELIVERY.**NEW LUTON VANS FOR IMMEDIATE DELIVERY.**

NEW AUSTIN new-type 30-cwt. diesel 550-cu.-ft. Luton van, in primer.

NEW AUSTIN 5-ton 1.700cu.-ft. diesel Luton van.

NEW AUSTIN 3-ton 1,400-cu.-ft. Luton van.

NEW AUSTIN Omnicar, in primer.

NEW AUSTIN 3-ton normal-control diesel drop-side truck. 891-90

L. F. DOVE (C.V.), LTD.

AUSTIN 5-ton diesel truck, hoist, overhauled and repainted, new tyres, guaranteed, £495.

AUSTIN 25-cwt. drop-side truck, £75.

AUSTIN 2-ton drop-side truck, £45.

NEW vehicles for immediate delivery.

DOVE Distributor standard alloy van, 625 cu. ft. on 3-ton diesel chassis-cab.

DOVE Distributor standard alloy van, 425 cu. ft. on FG 2-ton diesel chassis-cab.

DOVE Distributor standard alloy van, 425 cu. ft. on FG 2-ton petrol chassis-cab.

DOVE Distributor standard alloy van, 400 cu. ft. on FG 3-ton diesel chassis-cab.

DOVE Distributor standard alloy van, 400 cu. ft. on FG petrol chassis-cab.

L. F. DOVE (C.V.), LTD.

98 LOWER ADDISCOMBE ROAD, CROYDON.

Addiscombe 3131 (five lines). 891-577.

DAWNIER MOTORS, LTD.

Ewell 282.

NEW AUSTIN Omnicar, primer, immediate delivery.

NEW AUSTIN Omnicar, primer, immediate delivery.

1959 AUSTIN 15-cwt. van, heater, £325.

1957 AUSTIN 15-cwt. van, £235.

1956 AUSTIN 5-cu.-yd. diesel tipper, drop-side. 891-133.

1959 10-cwt. Model 101 van; in very clean condition. Brew Bros., Ltd., 133 Old Brompton Rd., W.7. 3333. 891-144.

AUSTIN Bodddington 19-ft. body, diesel, forward control. £175. 93 Woodhouse Rd., Sheffield. Phone 29139 or 37529. 891-567.

1957 AUSTIN AS3 pick-up, carefully used. £295.

DICKS CAR SALES, LTD., Exeter Rd., London, N.W.2. Gladstone 7175. 891-160.

AUSTIN 5-ton steel body U floor tipper, 5 cu. yd., bargain, £45. Cotswold Haulage (Sales), East St., Farnham, Surrey. Phone, Farnham 4011-69 or 891-338.

1955 AUSTIN 5-ton truck, P6 diesel, good condition, £195. Edgeware 2572. 891-345.

1956 AUSTIN 5-ton truck, P6 diesel unit and 20-ft. Carrimore trailer, £500. East 1132. 891-366.

BEDFORD

1960, September, **BEDFORD** 7-ton normal-control 8-yd. timer, steel body, 9.00 x 20 tyres, negligible mileage, £900.

1960, June, **BEDFORD** 7-ton tipper chassis, negligible mileage, £750.

BEDFORD 7-ton long-wheelbase platform truck, in excellent running order, one owner since new, any trial, £350.

A LSO other good **BEDFORDS** in stock.

USH GREEN MOTORS, Langley, Hitchin, Herts. Stevensons 171. 891-282.

BEDFORD P6 diesel 5-ton long-wheelbase hydraulic platform truck, £350 or terms arranged.

1955 **JUNIOR** BEDFORD 7-ton heavy-duty tipper, £1,150.

BEDFORD 5-ton long-wheelbase HYD timer, £180.

HARRY EATON, LTD., 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146. 891-256.

BEDFORD tractor unit, 1960 model, 10-ton diesel.

Eaton 2-speed, excellent condition, £650.

WALTER WALKER (ECCLESFIELD), LTD., Ecclesfield, near Sheffield. Phone, Ecclesfield 3067. 891-240.

A33

Used Goods Vehicles (contd.)

HAMILTON MOTORS (London), LTD.
THE MAIN BEDFORD DEALERS.

We always have a comprehensive stock of the first-class Quality Tested and other BEDFORDS for your inspection. Make sure you inspect these before you make your purchase. A sample of our stock is as follows:—
1954 BEDFORD 25-cwt. Spurling van, blue, £225.
1956 £375.
1956 BEDFORD 5-ton short-wheelbase tipper, £395.
1954 BEDFORD 5-ton drop-sided truck, £345.
1953 BEDFORD 5-ton short-wheelbase tipper, 5 cu. yd., £325.
1955 BEDFORD 7-ton U tipper, £395.
1952 BEDFORD 7-ton R6 tipper, £295.
1956 BEDFORD 7-ton R6 diesel tipper, long wheelbase, £625.
1952 BEDFORD 7-ton alloy platform, Comet engine, £550.
1954 BEDFORD R6 diesel, alloy platform 16 ft. 6 in., £445.
1954 Our showrooms are open until 6.30 p.m. daily and 5 p.m. Saturdays.
PLEASE note address of our additional premises:—
252 BELSIZE RD., NW6. Mai 0712.

HAMILTON MOTORS (London), LTD.
466-490 EDGWARE ROAD,
LONDON, W.2.
AMBASSADOR 7211. PADDINGTON 0022-8.
891-288

LAWSON PIGOTT MOTORS, LTD.
BEDFORD MAIN DEALERS.

NEW BEDFORD 5-ton normal-control diesel, 1,200-cu.-ft. pantechnicon, composite body with rear low-loading well, walk-in tailboard, half doors, 4 ft. 6 in. Luton, available two-three weeks, price, in primer, £1,345. ALSO BEDFORD TK chassis with composite or alloy bodies, favourable delivery, quotations sent on request.

NEW BEDFORDS FOR IMMEDIATE DELIVERY.

NEW BEDFORD TK 7-ton short-wheelbase chassis-cab, diesel.

NEW BEDFORD TK 7-ton long-wheelbase chassis and cab.

NEW BEDFORD TK 7-ton truck.

NEW BEDFORD 10-12-cwt. short- and long-wheelbase vans.

NEW BEDFORD 12-seater Utilities.

1960, July, BEDFORD normal-control 7-ton 6-cu.-yd. diesel tipper steel body and Telehoist gear, £1,250.

MANY other models available.

PART-EXCHANGES? Certainly! Hire-purchase terms.

SALES STAFF IN ATTENDANCE UNTIL

5 P.M. SATURDAYS.

PHONE, BARNET 1066.

186 EAST BARNET ROAD,

NEW BARNETT.

320 KING STREET, HAMMERSMITH,

LONDON, W.6.

PHONE, RIVERSIDE 4111. 891-151

NEW BEDFORD TK 6-ton, 300-cu.-in. diesel, 2-speed axle, drop-side truck. NEW BEDFORD vans, 10-12 cwt. or 15 cwt., 90-in. or 102-in. wheelbase. USED vehicles.

1958 BEDFORD Utiliblack 12-seater, £400.

1956 BEDFORD 5-ton drop-side truck, petrol, £400.

1956 BEDFORD 5-ton short-wheelbase truck, Perkins diesel, £430.

IMPERIAL GARAGES (BLACKPOOL), LTD., Dickson Rd., Blackpool. Phone, Blackpool 28344.

SPURLING MOTOR BODIES, LTD.
"THE NAME BEHIND THE SALE."

"BUY RIGHT."

1960 BEDFORD Workbus.

BEDFORD Kenex 4-berth de luxe.

1959 BEDFORD ice-cream van, all accessories, fridge.

1958 BEDFORD 6-ton diesel tipper.

1955 BEDFORD 10-ton diesel tractor.

1956 BEDFORD 5-ton long-wheelbase truck.

ALL the above are first-class used vehicles. Demonstrations without obligation.

OTHER makes and types available.

PART-EXCHANGES, hire-purchase.

"BUY SPURLING."

USED VEHICLE INQUIRIES TO:

303 THE BROADWAY,

CRICKLEWOOD, N.W.2.

Glo 2727 and 6687-8-9.

Other branches: The Hyde, N.W.9; High Rd., Wembley; High Rd., Chiswick; Watford; Redhill St., N.17; Vauxhall Motors, W.10, and Colchester.

891-289

Used Goods Vehicles (contd.)

CARMO OF LONDON.
THE LONDON CENTRE.
FOR NEW AND USED BEDFORDS.
IMMEDIATE DELIVERY.

NEW BEDFORD 5-ton 251-in.-wheelbase diesel drop-side.
 NEW BEDFORD 10-12-cwt. and 15-cwt. long- and short-wheelbase vans.

NEW BEDFORD Workbus.

NEW BEDFORD TK 3-ton drop-side petrol.

NEW BEDFORD normal-control 179-in.-wheelbase chassis-cab, 300 diesel.

ALSO the following reasonably priced used BEDFORDS:—

NEW BEDFORD Spurmotility.

1957 BEDFORD Workbus; choice of two.

1958 BEDFORD 10-15-cwt. long-wheelbase van.

1959 BEDFORD 3-ton short-wheelbase petrol tipper.

1959 BEDFORD Workbus, excellent throughout.

1959 BEDFORD Dormobile.

1959 BEDFORD 5-ton normal-control 179-in.-wheelbase chassis-cab, 300 diesel.

1959 BEDFORD 10-12-cwt. long-wheelbase van.

1959 BEDFORD 15-cwt. dormobile.

1959 BEDFORD 15-cwt. Martin Walter P.S.V. bus.

1959 BEDFORD 15-cwt. new cab 151-in.-wheelbase chassis-cab, 300 diesel, rear disc absorbers, 9.00 x 20 12-ply, £1,212.

1959 BEDFORD 7-ton (new cab) 151-in.-wheelbase forward-control chassis-cab, 300 diesel, £1,192.

1959 BEDFORD 7-ton 151-in.-wheelbase forward-control chassis-cab, 300 diesel, £1,192.

1959 BEDFORD 7-ton 151-in.-wheelbase forward-control chassis-cab, 300 diesel, £1,192.

1959 BEDFORD 7-ton 167-in. drop-side truck, 30 cwt., £1,377.

1959 BEDFORD 10-ton tractor unit, Scammell coupling, 2-speed axle, £1,357.

Used Goods Vehicles (contd.)

UNIVERSITY COMMERCIALS AND
COACHWORK, LTD.

1951 BEDFORD heavy-duty 7-ton tipper, £175.

1951 BEDFORD heavy-duty 7-ton tipper, 300 cwt., £175.

1955 R6, £265.

1955 R6, £265, each at £265.

1955 UNIVERSITY COMMERCIALS AND COACHWORK LTD., 99 Boston Rd., London, W.7.

891-288

PARSONS AND PARSONS (GARAGES), LTD.

THE BEDFORD MAIN DEALERS,
FOR YOUR NEW OR USED BEDFORD BACKED
BY SEVEN DAYS A WEEK AFTER-SALES SERVICE
OFFER. SUBJECT TO REMAINING UNSOLD THE
FOLLOWING:—

NEW BEDFORDS.

1959 BEDFORD normal-control 5-ton Luton van, 1,250 cu. ft., 300 petrol, 179-in. wheelbase, 8.5 ft. 12-ply, 3-piece wheels, £1,643.

1959 BEDFORD 15-cwt. 1961 Model CAL van, heavy-duty tyres and springs, £480.

1959 BEDFORD 15-cwt. CAL Utility Busette, £591.

1959 BEDFORD 15-cwt. Martin Walter P.S.V. bus, £773.

1959 BEDFORD 6-ton (new cab) 151-in.-wheelbase chassis-cab, 300 diesel, rear disc absorbers, 9.00 x 20 12-ply, £1,212.

1959 BEDFORD 7-ton (new cab) 151-in.-wheelbase forward-control chassis-cab, 300 diesel, £1,192.

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1959 BEDFORD 7-ton 151-in.-wheelbase forward-control chassis-cab, 300 diesel, £1,192

Used Goods Vehicles (contd.)

BEDFORD ALL TYPES WANTED.
BEDFORDS WANTED FOR CASH.

CHANDLERS MOTORS LTD.

71 GREENWICH SOUTH STREET,
LONDON, S.E.10.

Greenwich 2033-4.

January 13, 1961—THE COMMERCIAL MOTOR 81
(Supplement)

Used Goods Vehicles (contd.)

A SPRINGALL LTD.

1959 COMMER 6-wheel drop-side bulk tipper, air

brakes, 5-speed gearbox, heater, heavy duty

chassis, new engine, etc., cost £3,250, accept £2,100 o.n.o.

1959 COMMER 6-wheel Unipower truck, aluminium

bodyside, 5-speed gearbox, heater, etc. H.P.

arranged. A Springall, Ltd., Plumstead Common

S.E.18, Woolwich 5313. Phone: 891-493

1957 PS3 diesel tipper, long-wheelbase, £475.

Langleys Mill, Langley's Mill, Commercial Vehicles, Ltd.

Phone: 891-469

1958 COMMER 7-ton TSJ, diesel, air brakes, 9.00 x

16 tyres, 5-speed gearbox, £725. C. L. and

H. L. Blundell, Winchcombe Garage, Canterbury. Phone: 891-546

Commer Wanted

WANTED, several 1953-56 COMMER-KARRIER

1959 diesels, short-wheelbase tractor units with

Scammell or J-type couplings. Box CM918, care of

"The Commercial Motor." Phone: 891-202

COMMER Rootes diesel 11-ft. 9-in. wheelbase wanted.

Phone: Ealing 7987

DENNIS

DENNIS 6-ton tipper, diesel, Max O type, 1944 model,

registered 1959, ex W.D., 5-speed box, 14-ft. 6-in.

wheelbase, new wrap-round vision cab, Edbro underframe

with twin-ram tipping gear, 9.00 x 20 tyres, twin rears, 775

lorrywheels. Buxton Rd., Buxton Rd., Stockport, 01-5285

PAX 18-ft. drop-sided trucks, with P6 engines, clean

and in good condition throughout; choice of two at

£250 each or £450 to clear the two. Biscoe Transport,

Ltd., 225 Britannia Rd., Ipswich. Phone: 55718. 891-304

DODGE

DODGE DISTRIBUTORS

for

Gloucestershire, Herefordshire,
Wiltshire.

H. R. WILSON-SCOTT LTD.

MONK MEADOW, GLOUCESTER.

Phone: Gloucester 24447-8.

ALWAYS NEW MODELS AND USED VEHICLES IN STOCK.

PART EXCHANGES WELCOMED.

zzz-630

L. A. MITCHELL (MOTORS) LTD.

DODGE DISTRIBUTORS.

PERKINS DIESEL DISTRIBUTORS.

1957 DODGE 6-ton diesel truck, very good condition, £465.

1958 DODGE diesel 6-ton truck, as above, £525.

1 BALHAM HIGH RD., S.W.12. Phone: Balham 2234. 891-198

CHOICE of three long-wheelbase DODGE P6 diesels.

drop-side truck bodies.

COOMBS COMMERCIAL STATION (Ford Main Dealer),

By-pass Road, Guildford. Phone: 62962. 891-186

DODGE 7-tonner 1957 O.W.B. power tipper, diesel, 2-speed

axle, £365.

WALTER WALKER (ECCLESFIELD) LTD., Ecclesfield, near Sheffield. Phone: Ecclesfield 3667. 891-242

1951 DODGE 6-ton long-wheelbase drop-side truck, 1-ton Anthony tailboard and lift, very

clean all round, £175. Cotswold Haulage (Sales), East

Farnham, Surrey. Phone: Farnham 4049, day or night

1959 DODGE normal-control short-wheelbase tipper, £399.

1959 fitted Leyland Come engine, Eaton 2-speed

gearbox, £750. Phone: 19800.

HAMBLINS OF RUSHDEN, Phone: Rushden 3211, Northamptonshire. 891-424

1957, December, DODGE 246Y 7-ton, 18,500.

2-speed axle, 17-ft. 6-in. flat body, 9.00 x 20

tyres, £2,000.

JUSTICE Winter Closes, Underwood, Notts. Phone: 891-420

DODGE distributors and Austin commercial dealers.

1958 DODGE drop-side petrol tipper, good condition.

COOMBS COMMERCIAL (GUILDFORD) LTD.,

Congressional Rd., Guildford, Surrey. Phone: Guildford 62907. 891-581

E.R.F.

HILLS.

1957 E.R.F. 8-wheeler, with 24-ft. drop-side truck

body, 6LW Gardner engine, double drive with

third differential, C-liscence operated, exceptional condition.

HILLS GARAGES, MANCHESTER, 1 Central 4311. 891-74

1957-8 7-ton 18-ft. platform lorry, 5LW engine.

E.R.F. 5-speed gearbox, £195 or H.P. arranged.

HENRY EATON LTD., 11 Grosvenor Place, London, S.W.1. 891-253

1955 8-ft. trailer, in really first-class order, S.A.E.

coupling, 10.00 x 20 tyres, bargain, £1,250.

A LS another similar outfit available.

USH GREEN MOTORS, Langley, Hitchin, Herts.

Stevenson 174. 891-272

1952 E.R.F. 12-ton articulated unit, recommissioned

6LW Gardner engine, 5-speed box, 20

75% profile, 24-ft. trailer with 5-ft. high detachable sides

and winch, immaculate condition, £875. Edgware 2572. 891-349

FODEN

FODEN 8-wheeler, 1947, chassis-cab, 9.6 Gardner, in

very good condition, one owner, C licence, £350.

Also Foden 1948 8-ton chassis-cab, 4-cylinder Gardner, one

owner, C licence, in very good condition, £225.

APPLY Knights Bros., Fenstanton, Hunts. Phone: St.

Ives 3325-6. 891-564

WEST TOWN DIESELS.

1950 FODEN 8-tonner, 18-ft. platform, 5LW Gardner, £350.

EDWARD STREET GARAGE, Dewsbury. Phone: 3504.

891-397

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Used Goods Vehicles (contd.)

BEDFORD ALL TYPES WANTED.

BEDFORDS WANTED FOR CASH.

CHANDLERS MOTORS LTD.

71 GREENWICH SOUTH STREET,

LONDON, S.E.10.

Greenwich 2033-4.

zzz-894

WANTED, BEDFORD A-type tippers fitted with

Perkins Pb diesel engines in good running

dition. Box CM8722, care of "The Commercial Motor."

891-174

A BEDFORD for sale? Phone: Hamilton Motors, 466-

022 (12 lines). Immediate settlement and best prices,

891-287

B.M.C.

1956 B.M.C. LD2 30-cwt. diesel vans, choice of two,

1956 B.M.C. 2-ton normal-control diesel van,

LOWEST H.P. terms. Open Sunday mornings.

JOHN JORDAN, Manor Garage, Sandy, Beds. Phone: 891-108

1958 AUSTIN B.M.C. 30-cwt. LDO 2-in. truck, one C-liscence

owner, 1958 model, 100 miles, £125. B.M.C. 2-ton

truck, with hoist, one-tonne convertible, Luton van,

Phone: Cherrywood 4568. 891-284

1956 B.M.C. 15-cwt. high-top van, metal

body, rear doors, painted cream, one owner, £125.

1955 B.M.C. 15-cwt. estate van, immaculate condition, £125.

1955 B.M.C. 15-cwt. estate van, £125.

Used Goods Vehicles (contd.)

1947 FODEN 8-wheeler, double-drive, 24-ft. body, good runner, £550. Valley Transport, Standwick, near Peterborough, Cambridgeshire, Tel. 61145. D'SMANTLING 1953 FODEN 8-wheel tipper, all parts available. Langley Mill Commercial Vehicles, Ltd., Langley Mill 2623 (Notts.). 891-467

FORD THAMES AND FORDSON

1958, October, Trader 6D 7-ton 160-wheelbase truck, in exceptional condition, painted dark green, unladen weight 7,000 lb., £725. A.DLARDS MOTORS LTD., MAIN FORD DEALERS, 43-A 45 Acme Lane, S.W.2. Brixton 6431, six ins.

FORD THAMES Trader 7-ton, diesel, in excellent condition, 1960, flat bed, 9.00 x 20 tyres, 28-gal. fuel tank, power-assisted steering. Ferneyhough and Co., Ltd., Pontrillas, Hereford. Phone. Pontrillas 372. 891-9580

W. H. HAROLD PERRY, LTD.
MAIN FORD DEALERS,
FINCHLEY.

1959, December, Thames Trader 7-ton 6D long-wheelbase platform truck, 18,000 miles, many extras. £975.

1959, December, Thames Trader 7-ton 6D long-wheelbase platform truck, low mileage, many extras. £975.

1959 Thames Trader 7-ton 6D 7-cu.yd. tippers, new Anthony metal bodies and tipping gears, choice of three. £995.

1959 Thames Trader 5-ton 6D Ebro drop-side metal-body tipper, £835.

1960 Thames Trader 6D articulated unit, 1,500-cu.ft. body mounted on Tasker fifth-wheel trailer, 5,000 miles only, roller shutter and tailboard, many extras. £1,795.

GOOD selection of Thames and Bedford light vans and 12-seaters. Hire-purchase facilities available.

297 BALLARDS LANE, North Finchley.

HILLSIDE 8888. 891-128

NEW Trader 75 160-in. chassis-cab, 900 x 20, £1,198.

NEW FORD 5-cwt. vans, choice of colours, £631.

1960 FORD County 6-wheel, 24-ft. platform, trailing axle, 900 x 20, unladen weight 4 tons 16 cwt., low mileage, £1,199.

1959 6D Trader 6-wheel, 21-ft. platform, 900 x 20, £1,100.

1959, June, FORD 6D Trader, Scammell 25-ft. platform, universal coupling, air brakes, £1,250.

1960, April, FORD 6D 160-in. 9.00 x 20, 18-ft. platform, low mileage, £875.

1959 FORD Trader 6D 160-in. 7-ton 18-ft. platform, 39,000 miles, Michelin B20s, £775.

1959 FORD 6D short-wheelbase steel tipper, 50,000 miles, £615, new Ford forward-control 15-cwt. chassis-cab.

1959 FORD 6D 7-ton 138-in.-wheelbase 15-ft. drop-sider, heater, flashers, etc., choice of three, £750.

1958 FORD 15-cwt. van, one owner, £315.

1955 FORD 4D long-wheelbase tipper, recent repaint, well shod, £325.

1955 FORD 4D long-wheelbase 16-ft. drop-sider, £289.

NEW FORD forward-control 15-cwt. vans, choice of two, factory colours.

OFFICIAL FORD dealers.

JOHN JORDAN, Manor Garage, Sandy, Beds. Phone. Sandy 271-2. And 1958 FORD Traders 5-ton 6D drop-side tipper, 2-speed axles.

CARMO, London, Leighton Rd., London, N.W.5. Gulliver 5555.

1960 THAMES Trader Scammell artic. unit, automatic coupling and 10-ton 25-ft. Scammell trailer, 7,000 miles only, immaculate body and eight months old. Reason for disposal, loss of contract, £1,400 or near offer. Phone. Coppermill 4777 or 4713. 891-77

£250. New model FORD 4D, diesel, steel body, ideal for builders.

1956 FORD 4D diesel, long-wheelbase flat

£200. lorry.

255 WALTON LANE, Liverpool, 4. Aintree 1873. 891-488

BENTLEY BROS. (SHEFFIELD), LTD.
VAUXHALL AND BEDFORD MAIN DEALERS,
71 THE WICKER, SHEFFIELD, 3.
Phone 29281.

1956 FORDSON Thematics 4D engine, meat container body, £195. 891-96

5 FORD 1956 ET7 diesel hydraulic tipper, £120 each per pair, 94 Greenford Rd., Sudbury Hill, Harrow. Phone. Byron 3209 (day) and Chalfont St. Giles 554 (night).

NEWTOWN (MON) MOTOR CO., LTD.

CLARENCE PLACE,
NEWPORT,
MON.

FOUR Thames Traders, 7-ton telehoist dropside tippers, 108-in. wheelbase, fitted cabguard, two fitted with Eaton 2-speed axle.

IMMEDIATE DELIVERY.
NEWPORT, MON.
Phone 59341-5. 894-9602

FOR sale. Two FORD Trader 7-ton tippers, October, 1958 models. D. Davies and Sons (Transport), Ltd., Llansawel, Llandeilo.

Onditioned **COOMBS SERVICE STATION** (Ford Main Dealers), By-pass Rd., Guildford 62962. 891-187

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Used Goods Vehicles (contd.)

1958 FORD Trader 4D 3-ton boxvan, 35,000 miles, £490. Dawntown Motors, Ltd., Ewell 2382.

FORDSON 3-ton flat truck, V8 petrol engine, 14-ft. 6-in. W.D., £100 to clear. Isherwoods Garages, Ltd., Merton, Eccles, Lancs. Eccles 1883. 891-232

HUNTER VEHICLES, LTD.
CROWN WORKS,
290 SOUTHBURY ROAD,
ENFIELD.

1957 Trader 4-ton (October) boxvan, 640 cu. ft., 4D engine, nearside and rear shutters, flat floor, exceptional value, one owner, heater, flashers, £550 o.n.o.

1957 THAMES 3-ton 157-in.-wheelbase chassis-cab, 10D engine, 7.00 x 20 tyres, one owner, excellent condition.

IMMEDIATE DELIVERY.
HIRE-PURCHASE TERMS ARRANGED.

HOWARD 4184. 891-293

1960 THAMES Trader 6 diesel 7-ton long-wheelbase truck, 18-ft. body, very low mileage, £850.

1960 THAMES 6D 7-ton 160-in. wheelbase, Ebro steel body and gear very low mileage, £850. Also other good Trader vehicles in stock.

ATERMS and exchanges.

RUSS GREEN MOTORS, Langley, Hitchin, Herts. 891-279.

1960 7-ton 160-in. wheelbase, 6D diesel, Ebro steel body and gear very low mileage, £850.

1958 Trader 6D 7-ton, £550.

1958 Trader 6D, tipper, 6-cylinder petrol engine, very low mileage, £465. Edgware 2572. 891-348

LAMBERTS OF KINGSTON, LTD.
MAIN FORD DISTRIBUTORS.

TRADER 1959 6-cu.yd. tipper, fully reconditioned with new steel body and tipping gear, £1,035.

140A LONDON RD., Kingston-upon-Thames, Surrey. Phone, Kingston 7700 (20 lines) or Molesey 6949 after 7 p.m. 891-227

FORD 4D truck, 1955 to 1959, choice of several.

JACKERY AND CO., Maybells Farm, Ripple Rd., Barking, Essex. Dominion 5583.

1955 2-ton FORD 4D van, double rear doors, low step-side, ideal deal to do grocery deliveries, one C-licence owner, very good condition. H.P. approved to approved applicants. Phone, Bexley Heath 7108.

FORD Trader 7-tonner, short-wheelbase steel-body tipper, excellent condition, £1,225. Also 1958 Trader 10-ton medium-wheelbase steel-body tipper, very good condition, £765. Also choice of six Traders 7-ton short-wheelbase tippers, 1959 and 1959, from £500 each. Cardale Garage, 269 Carlton Rd., Nottingham 52034.

1960 FORD Trader tractor unit, fitted Tasker.

HAMBRENS OF RUSHDEN, Phone, Rushden 3211. 891-426

HERWIN'S, 17 lines; after 7 p.m. Longfield 2524. 891-542

THAMES 3-ton petrol drop-side truck, £80.

THAMES 5-ton 4D chassis-cab, £95.

HERWIN CANNY AND CO., LTD., Woolwich 8161 (teigh lines); after 7 p.m. Longfield 2524. 891-542

1958 Trader 6D 160-in.-wheelbase chassis and cab, 9.00 x 20 x 12, good condition, £625.

NORMAN R. REEVES (MOTORS), LTD.

215-218 HIGH STREET,
UXBRIDGE, MIDDX.
Uxbridge 3444. 891-539

1959 THAMES 2-ton van, fitted out with shelves and rear step, £675.

1959 5-cwt. van, with extras, good condition, £310.

1956 THAMES 5-ton 4D long-wheelbase drop-side truck, good condition, £376.

COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 891-579

GORDON KING MOTORS, LTD.

FORD AND THAMES DEALERS.

1960 4D diesel 4-ton chassis, fitted with 1,250-cu.ft. low-loading Luton body, new and unregistered ex-works for early delivery, £1,225.

1960 FORD 4D 160-in. low-frame chassis, fitted with 1250-cu.ft. body as above, early delivery, £1,245.

1959 Thames Trader 7-ton 2-cu.yd. tipper, Anthony gear, £755.

1959 Thames 12-seater estate car, £475.

MITCHAM LANE, S.W.16. Streatham 3133-4. 891-596

Thames Trader artic. unit, Brockhouse, £925.

1960 Thames Trader artic. unit, S.A.E. coupling, £900; exhibition model.

1958 Thames 5-ton truck, £525.

1958 Thames Trader Luton, 900 cu. ft., £700.

1958 Thames Trader, 7-ton, platform, £800.

1957 5-ton Trader, platform, £500; choice of two.

1957 Thames Trader 5-ton tipper, £590.

1957 Thames 5-ton truck, choice of two, £525.

1957 Frank G. Gates, LTD., Gates Corner, E.18. Warrington 6633. 891-508

1956 THAMES 7-ton 160-in. wheelbase truck, 18-ft. body, air brakes, in excellent running order.

1956 LEYLAND 8-wheel, 24-ft. platform, excellent running order.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. 891-284.

1956 6-wheel, 24-ft. platform, excellent running order.

JACKERY AND CO., Maybells Farm, Ripple, Barking, Essex. Dominion 5583. 891-319

Used Goods Vehicles (contd.)

1958 THAMES Trader 7-ton diesel long-wheelbase truck, 18-ft. body, high sides, coal body, Hill Top, 127 Hill Top, West Bromwich. 891-135

Ford THAMES and Fordson WANTED

For 1958 onwards, all types. Ferraris of Gladstone 234-5-6-7.

WANTED, FORD 4D vans and Perkins, all from 1955 onwards. Chandlers Motors, Ltd., Greenwich South St., London, S.E.10. Gre 208-1

5-TON FORD THAMES Trader, 10-in. wheelbase chassis-cab, must be good condition. Reg. price to Box CM9112, care of "The Commercial Motor."

GUY

GUY Otter 5-6-ton 18-ft. platform lorry, Gardner 2-speed axle, £395 or terms arranged.

HENRY EATON, LTD., 107 Palmerston St., Manchester. Phone, Ardwick 3146.

GUY Luton van, 1952, 900 cu. ft., £185.

WALTER WALKER (ECCLESFIELD), LTD., Ecclesfield, near Sheffield. Phone, Ecclesfield 3667.

GUY

GUY Otter 5-6-ton 18-ft. platform lorry, Gardner 2-speed axle, £395 or terms arranged.

PRIMERO ENGINEERING WORKS, WOONNE LANE, CLITHEROE.

GUY

IMMEDIATE DELIVERY.
OFFER THE FOLLOWING
NEW VEHICLES.

GUY

GUY Otter, 9 ft. 9 in., 4LK, and 13 ft. 8 in. 2-speed, £395.

GUY Warriors, 10 ft. 6 in., 13 ft. 9 in., 15 ft. 6 in. 7.7 A.E.C. 2-speed.

GUY Warriors, 13 ft. 9 in., 15 ft. 9 in., 375 Leyland 2-speed.

GUY Light 6- and 8-wheelers, 15 ft. 3 in., 17 ft. 9 in. 7.7 A.E.C. 2-speed.

GUY

EARLY DELIVERY

OF INVINCIBLE 6- AND 8-WHEELERS, 6LN ENGINE

USED VEHICLES.

1957 GUY Invincible 4-wheeler platform, SLW.

1960 GUY Light 8-ft. 9-in. platform, 7.7 A.E.C. 2-speed, ex-demonstration.

ALL underframe platforms, Primrose street and flat axles, synchromesh lubrication system fitted, gaiters, etc.

PART EXCHANGES**AND**

HIRE-PURCHASE ARRANGED.

GUY

INTERNATIONAL
International Wanted

INTERNATIONAL trucks or chassis wanted, diesel or petrol; also Studebaker 6-wheelers. Write Box CM9112.

LAND ROVER

1958 Short-wheelbase LAND ROVER, hard top, used on land, excellent condition, diesel, £125.

GOOD selection of used LAND ROVERS always

Good condition, £125.

LEYLAND

LEYLAND COMET CS3-4R tractor unit, late model, 2-speed, £125.

LEYLAND COMET CS3-5R tractor unit, straight available now, £125.

LEYLAND OCTOPUS platform body, suitable for 10-tonne load, £125.

LEYLAND Octopus platform body, double drive, £125.

LEYLAND

Used Goods Vehicles (contd.)

BROWNHILLS MOTOR SALES.
LEYLAND, ALBION, SCAMMELL
AUTHORIZED DEALERS.

1955 And 1954 LEYLAND Comet normal-control
14-ft. 6-in. coal body.
1955 Very delivery of new LEYLAND Comets and Super
Comets under advertisement under Used Goods Vehicles
Unclaimed.

BROWNHILLS MOTOR SALES.
BROWNSTREET (A5), BROWNHILLS STAFFS.
Phone: Brownhills 2307, 2367 and 2392.
891-480

1959 Octopus 24.04 chassis frame, as new, £100.

PETERBOROUGH ENGINEERING CO., LTD., 36-42
Frd. Peterborough. Phone 66161.
1955 CAMPBELL PARK, LTD., offers a most genuine
July, LEYLAND 8-wheel Octopus, double
drive, excellent condition and good tyres,

1956 CAMPBELL PARK, LTD., Childdale 1311.
891-550
MAUDSLAY

1948 MAUDSLAY Twin Steer, excellent condition,
14-ft. 6-in. cab, 107 Palmerston St., Ancoats,
Southampton 26590. 891-170
MAUDSLAY Mogul 71-ton 20-ft. drop-side truck, 7.7
M.E.C., 229 ft. or terms arranged.

1956 HENRY EATON, LTD., 107 Palmerston St., Ancoats,
Manchester. Phone Ardwick 3146.
891-251

MORRIS AND MORRIS-COMMERCIAL

1958 MORRIS-COMMERCIAL 5-ton long-wheelbase diesel
(soarer) 1953 drop-side lorry, good condition, £195.

1958 MORRIS Minor van, £295.

1958 MORRIS Minor van, £285. Acorn Motors,
Ltd., 24 Cross Rd., Hanworth, Middx.
891-131

PALMERSTON OF KINGSTON.

MORRIS AND MORRIS-COMMERCIAL RETAIL

DEALERS.

RELIABLE used vehicles in stock.

PALMERSTON COMMERCIAL MOTORS, LTD.,
77 Penrhyn Rd., Kingston 5618.
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1956 MORRIS 3-ton coachbuilt Luton van, 950 cu.

ft. very clean, £450 or terms arranged.

1956 HENRY EATON, LTD., 107 Palmerston St., Ancoats,
Manchester. Phone Ardwick 3146.
891-251

1954 MORRIS Minor van, 25,000 miles, very

cheap, £195. C. L. and H. L. Blundell,
Garage, Canterbury. Phone 5476.
891-593

RENAULT

GORDON KING MOTORS, LTD.

SOUTH LONDON RENAULT DISTRIBUTORS.

NEW RENAULT Estafette 10.2-cwt. vans, high roof
standard body, available with side-loading
pick-up with tilt or also 8-seater passenger vehicle,
available for early delivery. Demonstration vehicles
available now.

WICHAM LANE, S.W.16. Streatham 3133-4.
891-597

RUTLAND

1954 October, RUTLAND Twin Steer tipper, good
condition, 1650 lb. weight, 20-ft. 6-in. bed, 20-ft.
tandem, near Frome, Somerset.
891-XB145

SCAMMELL

PARADISE MOTORS, Geldard Rd., Birstall, Yorks.
Phone: Morley 1029. 20-ton SCAMMELLS
and 25-ton low-loader trailers, new cab and latest-type
hubs and wings.

1950 SCAMMELL tractor with 6LW Gardner
engine, heavy-duty towing links front and rear,
runflat tyres, rebuilt 1959. Also available if required—
25-ton low-loading trailer, 20-ft. well, knock-out axle, in excellent

MERTON ENGINEERING CO., LTD.

FAGS ROAD, FELTHAM, MIDDLESEX.

Feltham 6208.
891-23

SCAMMELL 15-ton 8-wheel 25-ft. platform lorry, 6LW

engine, 6-speed gearbox, £475 or terms arranged.

HENRY EATON, LTD., 107 Palmerston St., Ancoats,
Manchester. Phone Ardwick 3146.
891-251

1954 SCAMMELL 20-ton articulated low loader,
20 ft. in well, knock-out axle, in excellent

1949 GREEN MOTORS, Langley, Hitchin, Herts.
891-280

1949 SCAMMELL unit, fitted late-type cab and

wings, recent £6000 overhaul with makers,
steel deck floor, trailer, tandem axle, 25-ft. flat bed,
steel coupling, landing gear, in very good condition,
£1,650 o.n.o. Terms possible.

1954 Morris 3 Melbury Rd., Kent, Middx. Wordsworth
891-299

SCAMMELL tractors, 6LW, fitted 40 x 8 twin tyres and

Scamwell turntables, 1949; also tandem-axle Scamwell

trucks, 24-ft. on 14.00 x 16 tyres, fitted with air pressure

tires, in very good condition. John Puddifer, Victoria
Road, Sandhills, Liverpool, 4. Phone: North 1026.
891-477

SEDDON

1955 SEDDON, diesel P6 Perkins, 7-tonner long
chassis with double strength aluminium drop
side truck body, in unmarked condition, engine com-
pletely reconditioned by agents 13,000 miles ago, except
very smart and reliable truck, £345. 10 Aspen Close,
Dunton, Farnborough, Kent. Farnborough 891-XA148

1952 SEDDON 3-ton P6 platform lorry, £275.

1949-50 SEDDON 6-ton P6 long-wheelbase flats,
from £125 or terms.

HENRY EATON, LTD., 107 Palmerston St., Ancoats,
Manchester. Phone Ardwick 3146.
891-251

Used Goods Vehicles (contd.)

1952 SEDDON 5L 7-ton diesel drop-sider, good con-
dition, round, reasonable price.
1955 SEDDON, white, timber, large body.
1955 suitable for coal, ready for work.
1955 NEW SEDDON 7-tonner, Comet engine, immediate
delivery.

MIDLAND DISTRIBUTORS.

RYLAND GARAGE, LTD.

RYLAND STREET,

OFF BROAD STREET,

BIRMINGHAM, 16.

Egbaston 4501-5.

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(Supplement)

Used Goods Vehicles (contd.)

FORD AND SLATER, LTD.

LEYLAND, ALBION, SCAMMELL
TIPPERS.

1957 BEDFORD 5-ton tipper, petrol, 12-ft., steel
drop-side body.

1955 BEDFORD 5-ton tipper, 13-ft. 6-in. timber

body.

1954 BEDFORD 7-ton tipper, petrol, U-shaped steel

body.

1958 LEYLAND Comet normal-control medium-

choice of two.

1956 BEDFORD 7-ton R6 short-wheelbase forward-

control, 11-ft. 6-in. by 4-ft. steel fixed sides.

DODGE 7-ton R6, 14-ft. by 4-ft. timber fixed-

body.

BEDFORD 7-ton Comet engine, 11-ft. 6-in. by

2-ft. 6-in. timber fixed sides.

BEDFORD 7-ton R6, 15-ft. by 2-ft. timber

fixed sides with third axle, 15-ft. 6-in.

DODGE R6 with Body third axle, 15-ft. 6-in.

CAMMER TS3 7-ton, 13-ft. by 3-ft. timber drop-

side.

CAMMER Q4, P6, 10-ft. timber drop-side.

1955 PLATFORM.

1960 LEYLAND Octopus chassis-cab only.

FORD Trader 7-ton articulator, 22-ft. Carri-

more trailer.

1957 COMMER TS3, 19-ft. timber drop-side.

1956 BEDFORD 7-ton R6, 16-ft. timber flat.

1956 BEDFORD normal-control, 16-ft. 6-in. timber

flat.

DODGE 6-ton P6 16-ft. timber drop-side.

SEDDON 6-ton, P6, 16-ft. 6-in. timber drop-

side body.

BEDFORD tractor unit, with 23-ft. Scammell

trailer.

FORD SUSSEX, P6 18-ft. 6-in. timber drop-side.

1954 BEDFORD-SCAMMELL tractor unit, 6D

engine. Choice of two.

SEDDON 6-ton, 16-ft. 3-in. timber flat.

1953 LEYLAND Comet model ECOS/4R, 19-ft.

timber platform with hard top tilt.

THORNYCROFT 18-ft. timber double-drop-

side.

1953 BISON Chieftain, 18-ft. alloy framed timber

flat.

LEYLAND Comet Model CS3/3R, chassis-cab

only. Choice of two.

1953 BEDFORD forward-control 7-ton, 15-ft. 2-decker.

1958 DODGE 6-ton, 6-in. timber flat.

1954 DODGE 5-ton, P6, 16-ft. 6-in. timber flat.

1948 ATKINSON 7-ton, 18-ft. timber flat.

1948 LEYLAND Beaver, 600 engine, 20-ft. timber

flat.

VANS.

1955 BEDFORD 7-ton, 16-ft. 9-in. by 7-ft. 6-in.

by 7-ft. 6-in. boxvan body.

TRAILERS.

1955 NEW 12-ton 25-ft. SCAMMELL automatic coupling

semi-trailers available as chassis only, platform or

drop-side, 9-ft. 0 x 20 (14-ply) tyres, immediate delivery.

ONE NEW YORK Model H6, hydraulic steering, with type 6

25-ton platform with 2-ft. 6-in. headboard,

mounted on 10.00 x 20 Michelin tyres with 10-ft. stud wheels

and vertical landing, spare-wheel corner bolted.

TIPPING GEARS.

EDBRO and Pilot tipping gears in stock for immediate

delivery.

FORD AND SLATER, LTD.

LEYLAND, ALBION.

Gwendolen Road, Leicester.

Phone: 36117-9. 891-81

THOMAS S. WHITNEY AND CO., LTD.

MAIN FORD DEALERS.

279-283 SCOTLAND ROAD, LIVERPOOL, 5.

Phone: North 3191.

1959 7-ton FORD Trader diesel drop-side truck, one

owner. 1959 FORD Trader diesel platform truck, 9.00

x 20 12-ply tyres, as new, £650.

1958 7-ton FORD Trader diesel, fitted Boys third

axle, 22-ft. platform, one owner, £895.

1957 7-ton FORD B.M.C.-diesel drop-side truck, power

steering and 2-speed axle, Michelin X all

round, £700.

S-type 7-ton diesel platform truck, 9.00

x 20 12-ply, £650.

And 1955 LEYLAND Comet long-wheelbase

tippers, 2-speed axle and 3-speed gearbox, £600.

1954 S-type 7-ton BEDFORD diesel alloy platform

truck, one owner, £600.

S-type 7-ton BEDFORD diesel platform truck,

new engine recently, £325.

1955 S-type 7-ton BEDFORD diesel twin ram tipper,

one owner, £400.

BEDFORD-SCAMMELL articulated unit, diesel

engine, one owner, £375.

1956 And 1955 THAMES 4-cylinder diesel 3-ton drop-

side trucks, £275 and £250.

Thames 4-cylinder diesel 3-ton tipper, £150. *

1955 ALBION 3-ton 4-cylinder petrol van, fitted side-

loading door, excellent condition throughout.

1955 NEW THAMES Traders for immediate delivery, 7-ton

5-ton and articulated chassis-cabs and 10-ft. and

13-ft. tippers.

801-88

A37

Used Goods Vehicles (contd.)

HARRY DANDO.

VAUXHALL AND BEDFORD MAIN DEALERS,
WEST END GARAGE.

CHIPPING SODBURY, BRISTOL.
Chipping Sodbury 2277 (four lines).

YORK trailers. Full range nearly always in stock.
20-ton tandem axle up to 27-t.
TRADE for: Gloucestershire, Wiltshire, Somerset,
Devon and Cornwall.

NEW VEHICLES.

BEDFORD 7-ton, J6SC1, normal-control, Bedford 300 engine, 2-speed, 4-speed, 9.00 x 20, 12-ply to rear, 8.25 x 20, 12-ply to front, complete with Telehoist tipping gear and wood drop-side, £1,750. 15s. 6d.

BEDFORD 7-ton, KFTC1, 120-in., 2-speed, 5-speed, fitted with Telehoist tipping gear and wood drop-side body, 9.00 x 20, 12-ply tyres, £1,750. 15s. 6d.

BEDFORD 7-ton, KFTC1, 120-in., 2-speed, 5-speed, fitted with Telehoist tipping gear and wood drop-side body, 9.00 x 20, 12-ply tyres, £1,750. 15s. 6d.

BEDFORD 10-ton, KFA1, tractor unit, Bedford 300 diesel engine, air brakes, 2-speed, 5-speed, 8.25 x 20, 14-ply to rear, 8.25 x 20, 14-ply to front, £2,100.

BEDFORD 15-cwt. long-wheelbase van, with additional passenger seat, £493.

E.R.F. Model 66(GX), 24-ton gross tipper with Gardner 6LX/A engine, 5-speed overdrive, 18-ft. end tipping body, hydraulic steering, tipping gear, £4,828. Ex works. Available mid-January.

LEYLAND Super Comet, 14SC/14AR, chassis and cab, with 6-speed box, heater and demister, on 10,000 x 20, 12-ply tyres, £2,400.

YORK, WIA, Scammell 11-ton, 25-ft. platform trailer, with 2-ft. headboard, 9.00 x 20, 12-ply tyres, spare wheel carrier, £698. 4s. 6d.

YORK, DW2, 12-ton, 27-ft. vacuum brake semi-trailer, 2-ft. headboard, £881. 14s.

YORK, DW2, 12-ton, 27-ft. vacuum brake semi-trailer, 2-ft. headboard, £904. 5s.

YORK, Freightmaster 10-ton, 26-ft. long, 8-ft. 6-in. high, aluminium platform, S.A.E. coupling, £1,955. 6s. 6d.

NEW COLES 10-ton, Regin, diesel-electric crane, 40-ft.

cantilever jib, mounted on a 1953 Foden, double drive 8-wheel chassis and cab, £7,750 complete.

LONG WHEELBASE.

ALBION, 1957, Reiver, Comet engine, platform body, good condition throughout, £1,000.

ALBION, 1958, Reiver, Comet engine, double drive, 6-wheeler, good condition throughout, £700.

B.M.C. 1957, diesel, rigid 6-wheeler, platform body, good condition throughout, £750.

BEDFORD, 1956, 10-ton, Basford, 20-ft. platform, with Bedford 200 diesel engine, £650.

ALBION, 1956, Chieftain, long wheelbase, coach-built cab, aluminium frame, platform body, good clean condition throughout, £400.

BEDFORD, 1956, 10-ton, petrol, 800-cu.-ft. boxvan, £325.

DODGE, 1955, R6, 7-ton, long-wheelbase drop-side, good tyres, £325.

BEDFORD, 1954, 7-ton, R6, long wheelbase, £275.

AUSTIN, 1956, B.M.C. diesels, 3-4-ton, drop-side truck, one owner, low mileage, good condition, £300.

BEDFORD, 1954, 3-ton, A-type boxvan, petrol, £250.

AUSTIN, 1952, Loadstar, petrol, 1,200-cu.-ft. pantechnicon, £250.

BEDFORD, 1956, 7-ton, petrol, long wheelbase, aluminium platform body with wooden floor, £150.

BEDFORD, 1954, 7-ton, long wheelbase, drop-side, R6 engine, £150.

BEDFORD, 1953, 7-ton, long wheelbase, with Albion diesel engine, in good condition, £150.

COMMER, 1955, 25-cwt. van, good condition, £150.

DENNIS MIX, 1947, double drop-side, quite clean condition throughout, still has a lot of life left, £125.

SENTINEL, 1955, fitted with Gardner 5LW, vertical in the cab, missing prop. shaft, cheap to clear, £400.

TIPPERS.

DODGE, 1958, normal control, Comet engine, standard wood body tipper, £900.

A.E.C. Mark II, 1956, Pilot twin under-body gear, wood fixed-side body in exceptionally good condition throughout, ready for immediate hard work, £1,600.

A.E.C. Mercury 1958 tipper, fitted with aluminium heated body, one owner, good condition throughout, low mileage, £2,000.

BEDFORD, 1957, Comet engine, 7-ton, fixed-side 8-cu.-yd. aluminium body, well-maintained vehicle, £850.

E.R.F., 1949, 4LW Gardner, standard wood body tipper, very careful operator, £750.

FODEN, 1946, model DG6-12, Gardner 6LW engine, recently fitted with new tipping gear and body, double-drive, 6-wheeler, £1,000.

B.M.C., 1956, long-wheelbase tipper, good condition, suitable for coal or coke, £575.

BEDFORD, 1954, 7-ton, R6, U-shaped steel body tipper, good condition, £450.

A.E.C. Matador, 1948, 4-ton, fitted with steel body, twin drop sides, 7.7 engine, £400.

MORRIS, 1955, diesel, normal control, short-wheelbase M steel body tipper, £300.

TRAILERS AND ARTICULATED.

BEDFORD, 1958, 10-ton Scammell tractor unit, 300 diesel, complete with two Scammell 20-ft. platform trailers, one is fitted with bulk grain-carrying body, gravity discharge, all in good condition throughout, £1,600.

COMMER, 1957, TS3 diesel tractor unit, air brakes, good condition, S.A.E. coupling, £500.

BEDFORD, 1952, R6 diesel Dyson 10-ton semi-low-loader, twin oscillating axles, eight wheels in line, fitted with weigh and loading ramps, good condition throughout, £850.

FORD Thames Trader, 1957, 6D tractor unit, no coupling, £650.

BEDFORD, 1954, 3-type tractor unit, R6, no coupling, £300.

E.R.F., 1946, Gardner 5LW, tractor unit, in exceptionally good condition throughout, £475.

ALBION tractor unit, fitted with Meadows 4-cylinder diesel engine, £75.

YORK DW2, 12-ton, 26-ft. platform trailer with headboard, used a few times only, in absolutely as-new condition, £800.

DUNSTABLE independent trailer, drop-sides, air brakes, choice of two, these trailers are practically unused, £650 each.

(Continued in next column)

Used Goods Vehicles (contd.)

DOLLIES To convert S.A.E. coupling semi-trailers to full trailers; these dollies are by Fruehauf and are suitable for practically all S.A.E.-type semi-trailers, £200 each.

CONTAINERS, 15 ft. and 16 ft., tailboards and hinged doors, two available, both practically new, £300 and £350 respectively.

CRANES.

NEW Coles 10-ton Regin diesel-electric crane, 40-ft. cantilever jib, mounted on a 1953 Foden double-drive 8-wheel chassis and cab, £7,750 complete.

HARRY DANDO.

VAUXHALL MAIN DEALERS,

WEST END GARAGE.

CHIPPING SODBURY, BRISTOL.
Chipping Sodbury 2277 (four lines). 891-117

ARLINGTON MOTOR CO. LTD.

OUR REPUTATION IS YOUR GUARANTEE.

SELECTION OF OUR RANGE OF

USED VEHICLES.

VANS.

1957 FORD Thames 5-cwt. van.

1957 MORRIS Minor 5-cwt. van.

1959 COMMER 7-cwt. van.

1956 FORD 2-ton van.

1958 Thame 5-cwt. van.

1959 LAND ROVER, 88 in., regular model, petrol.

1955 BEDFORD 15-cwt. large-capacity van.

SELECTION of used BEDFORD 15-cwt. personnel carriers, various types.

TRUCKS.

1955 BEDFORD 7-ton truck.

TIPPERS.

1957 BEDFORD 7-ton forward-control tipper, petrol.

1958 BEDFORD 6-ton normal-control diesel tipper.

LUTONS.

1956 BEDFORD 4-ton diesel, 1,000-cu.-ft. aluminium Luton body.

1954 LEYLAND Beaver, fitted with aluminium box van, very clean condition.

ARTICS.

1956 BEDFORD 8-ton tractor, diesel, with 23-ft.

1959 BEDFORD 8-ton tractor unit, diesel, with 23-ft. 10-ton Scammell trailer.

HEAVY VEHICLES.

1957 ATKINSON 8-wheeler, 11.3 A.E.C. engine and gearbox.

1955 LEYLAND Octopus 8-wheeler platform.

A.E.C. 8-wheeler.

HIGH ROAD.

PONDERS END, ENFIELD, MIDDX.

Phone, Howard 1266.

SALES DEPARTMENT OPEN UNTIL 7.30 P.M.

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S.W.1.

Victoria 6033.

CORNARD ROAD.

SUDSBURY, SUFFOLK.

Phone 2301.

NEWPORT ROAD.

CARDIFF.

Phone 28734.

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LUTON COMMERCIAL MOTORS, LTD.

THE SQUARE, DUNSTABLE.

Dunstable 64381 (four lines).

1959 Trader 7-ton 6D 160-in.-wheelbase chassis and cab, £695.

1958 Trader 7-ton 6D 160-in.-wheelbase platform, £685.

1957 BEDFORD diesel 6-ton 6-yd. tipper, £385.

1956 Thames 4D long-wheelbase alloy Luton van, £395.

1955 BEDFORD diesel 7-ton long-wheelbase truck, £325.

1955 BEDFORD petrol 5-ton 5-yd. tipper, £225.

1949 AUSTIN petrol 29-seater coach, certificate of fitness, £175.

1948 BEDFORD petrol 29-seater coach, certificate of fitness, £250.

WE ARE THE FORD DISTRIBUTORS SITUATED ON THE A5 IN THE CENTRE OF DUNSTABLE

ADJACENT TO THE MI. CALL AND SEE, YOU CAN'T MISS.

COMMERCIAL AND PUBLIC SERVICE

VEHICLE SPECIALISTS.

DUNSTABLE 64381 (FOUR LINES). 891-99

Used Goods Vehicles (contd.)

THE MILLBURN ORGANIZATION
COMMERCIAL-VEHICLE SPECIALISTS
AUTHORIZE DEALERS.

ALBION, LEYLAND, THAMES TRADE

IMMEDIATE AND EARLY DELIVERY

NEW 7-ton 6D long-wheelbase Trader chassis and cab, 9.00 x 20 tyres, other extras.

TRADE 7-ton, 6D, 10-ton, 6D, 12-ton, 6D, 14-ton, 6D, 16-ton, 6D, 18-ton, 6D, 20-ton, 6D, 22-ton, 6D, 24-ton, 6D, 26-ton, 6D, 28-ton, 6D, 30-ton, 6D, 32-ton, 6D, 34-ton, 6D, 36-ton, 6D, 38-ton, 6D, 40-ton, 6D, 42-ton, 6D, 44-ton, 6D, 46-ton, 6D, 48-ton, 6D, 50-ton, 6D, 52-ton, 6D, 54-ton, 6D, 56-ton, 6D, 58-ton, 6D, 60-ton, 6D, 62-ton, 6D, 64-ton, 6D, 66-ton, 6D, 68-ton, 6D, 70-ton, 6D, 72-ton, 6D, 74-ton, 6D, 76-ton, 6D, 78-ton, 6D, 80-ton, 6D, 82-ton, 6D, 84-ton, 6D, 86-ton, 6D, 88-ton, 6D, 90-ton, 6D, 92-ton, 6D, 94-ton, 6D, 96-ton, 6D, 98-ton, 6D, 100-ton, 6D, 102-ton, 6D, 104-ton, 6D, 106-ton, 6D, 108-ton, 6D, 110-ton, 6D, 112-ton, 6D, 114-ton, 6D, 116-ton, 6D, 118-ton, 6D, 120-ton, 6D, 122-ton, 6D, 124-ton, 6D, 126-ton, 6D, 128-ton, 6D, 130-ton, 6D, 132-ton, 6D, 134-ton, 6D, 136-ton, 6D, 138-ton, 6D, 140-ton, 6D, 142-ton, 6D, 144-ton, 6D, 146-ton, 6D, 148-ton, 6D, 150-ton, 6D, 152-ton, 6D, 154-ton, 6D, 156-ton, 6D, 158-ton, 6D, 160-ton, 6D, 162-ton, 6D, 164-ton, 6D, 166-ton, 6D, 168-ton, 6D, 170-ton, 6D, 172-ton, 6D, 174-ton, 6D, 176-ton, 6D, 178-ton, 6D, 180-ton, 6D, 182-ton, 6D, 184-ton, 6D, 186-ton, 6D, 188-ton, 6D, 190-ton, 6D, 192-ton, 6D, 194-ton, 6D, 196-ton, 6D, 198-ton, 6D, 200-ton, 6D, 202-ton, 6D, 204-ton, 6D, 206-ton, 6D, 208-ton, 6D, 210-ton, 6D, 212-ton, 6D, 214-ton, 6D, 216-ton, 6D, 218-ton, 6D, 220-ton, 6D, 222-ton, 6D, 224-ton, 6D, 226-ton, 6D, 228-ton, 6D, 230-ton, 6D, 232-ton, 6D, 234-ton, 6D, 236-ton, 6D, 238-ton, 6D, 240-ton, 6D, 242-ton, 6D, 244-ton, 6D, 246-ton, 6D, 248-ton, 6D, 250-ton, 6D, 252-ton, 6D, 254-ton, 6D, 256-ton, 6D, 258-ton, 6D, 260-ton, 6D, 262-ton, 6D, 264-ton, 6D, 266-ton, 6D, 268-ton, 6D, 270-ton, 6D, 272-ton, 6D, 274-ton, 6D, 276-ton, 6D, 278-ton, 6D, 280-ton, 6D, 282-ton, 6D, 284-ton, 6D, 286-ton, 6D, 288-ton, 6D, 290-ton, 6D, 292-ton, 6D, 294-ton, 6D, 296-ton, 6D, 298-ton, 6D, 300-ton, 6D, 302-ton, 6D, 304-ton, 6D, 306-ton, 6D, 308-ton, 6D, 310-ton, 6D, 312-ton, 6D, 314-ton, 6D, 316-ton, 6D, 318-ton, 6D, 320-ton, 6D, 322-ton, 6D, 324-ton, 6D, 326-ton, 6D, 328-ton, 6D, 330-ton, 6D, 332-ton, 6D, 334-ton, 6D, 336-ton, 6D, 338-ton, 6D, 340-ton, 6D, 342-ton, 6D, 344-ton, 6D, 346-ton, 6D, 348-ton, 6D, 350-ton, 6D, 352-ton, 6D, 354-ton, 6D, 356-ton, 6D, 358-ton, 6D, 360-ton, 6D, 362-ton, 6D, 364-ton, 6D, 366-ton, 6D, 368-ton, 6D, 370-ton, 6D, 372-ton, 6D, 374-ton, 6D, 376-ton, 6D, 378-ton, 6D, 380-ton, 6D, 382-ton, 6D, 384-ton, 6D, 386-ton, 6D, 388-ton, 6D, 390-ton, 6D, 392-ton, 6D, 394-ton, 6D, 396-ton, 6D, 398-ton, 6D, 400-ton, 6D, 402-ton, 6D, 404-ton, 6D, 406-ton, 6D, 408-ton, 6D, 410-ton, 6D, 412-ton, 6D, 414-ton, 6D, 416-ton, 6D, 418-ton, 6D, 420-ton, 6D, 422-ton, 6D, 424-ton, 6D, 426-ton, 6D, 428-ton, 6D, 430-ton, 6D, 432-ton, 6D, 434-ton, 6D, 436-ton, 6D, 438-ton, 6D, 440-ton, 6D, 442-ton, 6D, 444-ton, 6D, 446-ton, 6D, 448-ton, 6D, 450-ton, 6D, 452-ton, 6D, 454-ton, 6D, 456-ton, 6D, 458-ton, 6D, 460-ton, 6D, 462-ton, 6D, 464-ton, 6D, 466-ton, 6D, 468-ton, 6D, 470-ton, 6D, 472-ton, 6D, 474-ton, 6D, 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Used Goods Vehicles (contd.)

BURRILL AND EDWARDS, LTD.
188 REGENT ROAD, LIVERPOOL, 20. Bootle 4343.
Bedford 4543.

BEDFORD BEDFORD BEDFORD
SHOULD LIKE TO TAKE THIS OPPORTUNITY OF WISHING ALL OUR CUSTOMERS A VERY HAPPY AND PROSPEROUS NEW YEAR.

THE FOLLOWING VEHICLES FOR DELIVERY WITHIN SEVEN DAYS.

WE新BEDFORD 1,000-cu.-ft. full-fronted pantechnicon, based on a Bedford 300-cu.-in. diesel passenger van, base 20 12-ply tyres, 50-gal. fuel tank, 8 ft. long, body dimensions 24 ft. by 8 ft., 9 ft. high; vehicle is fitted integral cab, wide division screen and quarter lights, panelled in Plymax, translucent roof, with side windows, etc.

WE新BEDFORD 35-cwt. H.C.B. Univan, 20-cu.-in. diesel engine, list price, £700. Offer the week the following used vehicles, subject to being unsold:

TRACTORS.

1958 BEDFORD 8-ton normal-control Scammell, 300-cu.-in. diesel tractor unit, choice of two, one with service short motor, both in very good condition, £495 each.

1957 BEDFORD 8-ton normal-control Scammell diesel tractor unit, choice of two, £465 each.

1956 BEDFORD 8-ton normal-control, Perkins P6, Scammell tractor unit, £225.

1955 FODEN 10-ton S-type, R6, S.A.E. tractor unit, latest-type cab recently fitted, good condition, £285.

TRUCKS.

1958 FORD Thames Trader flat-platform lorry, 6D diesel engine, owner from new, £725.

1956 FORD 4-ton long-wheelbase lorry, P4 diesel with high-loading board, canopy curtain, steel machine throughout, one owner from new.

1957 F.D. FODEN 6-wheel flat, 6LW Gardner, single deck, £200.

1956 FODEN 6-wheel flat, 6LW Gardner, double deck, £180.

TIPPERS.

1955 COMMERCIAL TS3 long-wheelbase tippers, steel body, fitted with twin ram tipping gear, £375.

1954 BEDFORD 7-ton long-wheelbase twin-ram tippers, R6, in fair condition, £200.

1955 BEDFORD 7-ton short-wheelbase, new shaped body, petrol engine, £375.

1954 E.W.D. AUSTIN 3-ton long-wheelbase petrol tipper, £180.

VANS.

1958 MORRIS 30-cwt. diesel van, in immaculate condition throughout, £425.

1957 BEDFORD 10-12-cwt. van, very clean, colour grey, £265.

1956 November, BEDFORD 15-cwt. short-wheelbase, Kenebrake standard, colour beige, in excellent, immaculate condition throughout, £525.

1957 BEDFORD, Kenebrake standard, colour red and cream, one owner, £450.

1956 March, BEDFORD CAS Dormobile 4-berth caravan, colour red and white, 10,000 miles, £1,000.

1958 July, BEDFORD Kenebrake special, colour ivory and green, one owner from new, £375.

PART-EXCHANGES ACCEPTED. DEMONSTRATIONS AT YOUR PREMISES. DISTANCE NO OBJECT. AT ANY TIME TO SUIT YOUR OWN CONVENIENCE.

GARLICK, BURRELL AND EDWARDS, LTD.
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LIVERPOOL, 20.
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THE BEDFORD PEOPLE.

891-260

WELCH'S GARAGE (STAPLEFORD), LTD.

NEW BEDFORDS, EX-STOCK.

TON long truck.

TON extra-long truck and chassis-cab.

TON tractors, 300 and 350 dickeys.

TON Pick-up truck.

VANS, standard and extra-long.

USED VEHICLES.

1956 DENNIS Stork van, P4 engine, reconditioned.

1956 BEDFORD 5-ton A-type, P6 engine, Balco extended chassis, 17-ft. 6-in. flat platform alloy.

1956 Thames 2-ton long-wheelbase truck, 4D engine, small mileage for year.

1956 E.C. 5-ton boxvan, 17 ft. 6 in., fitted B.M.C. diesel.

1955 BEDFORD 5-ton A-type, P6 engine, Balco extended chassis, 17-ft. 6-in. flat platform, alloy.

1955 BEDFORD-SCAMMELL 10-ton S-type, R6 engine.

1954 BEDFORD 5-ton A type with Balco extension 17-ft. 6-in. boxvan, P6 engine.

1954 All vehicles are in good running order, mostly well tried and can go straight to work. Inspection invited. Not asking silly prices.

Phone, Shelford 3017 (three lines).

LONDON ROAD,

STAPLEFORD, CAMBS.

891-76

Used Goods Vehicles (contd.)

W. J. JONES (MANCHESTER), LTD.

1960 FORD Trader 6D, County extension, 6-wheel flat, 2-speed axle, 8,000 miles, £1,350.

1960 FORD Trader short-wheelbase tipper, drop-side steel body, modified braking system, £1,025.

1960 FORD Trader long-wheelbase 7-ton, extended chassis, 25-ft. platform, cage type body, £1,000.

1960 FORD Trader short-wheelbase tipper, £975.

1960 B.M.C. long-wheelbase 7-ton drop-side truck, very good order, £875.

1960 AUSTIN B.M.C. diesel artic., 25-ft. Tasker trailer, £1,375.

1960 FORD Trader 4D drop-side truck, £695.

1960 FORD Trader 7-ton flat, small mileage, choice of five, £945 each.

1959 BEDFORD 6-ton short-wheelbase drop-sided tipper, £780.

1959 DODGE short-wheelbase wooden drop-sided tipper, Leyland Comet engine, 2-speed axle, £975.

1959 FORD Trader 6D, 7-ton tipper, medium wheelbase, choice of two, £825 each.

1959 FORD Trader 6D 7-ton short-wheelbase tipper, choice of three, £875 each.

1959 FORD Trader long-wheelbase 7-ton, extended chassis, 25-ft. platform, cage type body, £950.

1959 FORD Trader with 1,700-cu.-ft. Luton van, £1,150.

1959 FORD Trader 6D 7-ton platform lorry, choice of three, from £725.

November, FORD Trader 6D, County extension, 6-wheel platform truck, choice of two, £1,275 each.

THE UNDERTONED ARE SPECIALLY REDUCED.

MUST BE SOLD.

1958 DODGE 7-ton long-wheelbase platform lorry, diesel engine, £450.

1958 BEDFORD S-type diesel drop-side truck, 300 engine, £525.

1957 BEDFORD D type, 300 diesel engine, 6-ton short-wheelbase lorry, £475.

1957 BEDFORD long-wheelbase S type, 300 engine, chassis and cab, £375.

1957 7-ton B.M.C. flat, 6-cylinder diesel engine, 9.00 x 20 tyres, power steering, Eaton 2-speed axle, £425.

1957 BEDFORD 7-ton flat S type, 300 engine, £475.

1956 MORRIS diesel 30-cwt. van, £200.

1956 B.M.C. 7-ton flat, 5.1-litre diesel engine, £375.

1956 MAY, AUSTIN B.M.C. 5-ton diesel long-wheelbase flat, £375.

1956 FORD short-wheelbase wooden-bodied tipper, P6 engine, £175.

1956 AUSTIN 20-ft. flat, petrol engine, 2-speed gearbox, £120.

1956 November, FORD 4D 30-cwt. diesel van, standard body, £150.

1956 Long-wheelbase BEDFORD tipper, diesel, £175.

1954 BEDFORD 30-cwt. gown van, P4 engine, separate cab, £175.

1954 AUSTIN gown van, diesel engine, 900 cu. ft. capacity, £125.

1948 SENTINEL long-wheelbase 24-ft. platform lorry, well tyred, in good order, choice of two, £150 each.

W. J. JONES (MANCHESTER), LTD.

TROJAN AGENTS,
RUTLAND STREET GARAGES,
SWINTON, LANCS.

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Telegraphic address, Montesaver, Swinton, Lancs.

GARAGE OPEN DAILY INCLUDING SUNDAYS,
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WHITEHOUSE MOTORS, LTD.

£175. 1953 KARRIER Bantam 3- to 4-ton drop-side tipper, choice of three, good condition.

£245. 1954 BEDFORD A-type long-wheelbase drop-side single-ram tipper, front end fitted with stabilizer, P6 engine just fitted new rings, shells and valves, repainted.

£395. 1955 COMMERCIAL TS3 short-wheelbase steel-body van, good condition.

£315. 1956 DODGE short-wheelbase drop-side steel-body tipper, P6 engine, 2-speed axle, good condition.

£315. 1952 LEYLAND Comet long-wheelbase, 10-cu.-ft. drop-side twin ram front end tipper, all good tyres.

1950 LEYLAND Comet tractor with 23-ft. trailer, good tyres, whole outfit in fair condition, offers invited.

PLenty of vans, trucks and tippers.

TERMS, PART-EXCHANGES AND DEMONSTRATIONS WITH PLEASURE.

WHITEHOUSE MOTORS, LTD.

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E. J. BAKER AND CO. (DORKING), LTD.

BIRCHETT ROAD, ALDERSHOT.

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1956 SEDDON P4 diesel 3-ton boxvan, 400 cu. ft., £395.

1956 FORD 4-cyl. petrol 3-ton long-wheelbase truck, £395.

1956 BEDFORD petrol 3-ton long-wheelbase truck, £350.

1956 BEDFORD petrol 7-ton long-wheelbase tipper, £295.

1953 BEDFORD petrol 5-ton long-wheelbase truck, £295.

1952 BEDFORD petrol 15-cwt. CA Econobus, 12 seats, £325.

1958 BEDFORD 5-ton box vans, roller shutter sides, alloy bodies, C licence, £165 each.

1953 BEDFORD 3-ton Luton, P6 engine, £125.

1954 ATKINSON 8-wheeler, 6LW, double drive, 24-ft. platform body, 3-speed box, 10.25 tyres, £550.

1953 BEDFORD 5-ton box vans, roller shutter sides, alloy bodies, C licence, £165 each.

1953 BEDFORD 3-ton Luton, P6 engine, £125.

1954 ATKINSON 8-wheeler, 6LW, double drive, 24-ft. platform body, 3-speed box, 10.25 tyres, £550.

HIRE-PURCHASE arranged.

CONNORTON, 328 Brixton Rd., S.W.9. Brixton 7962, Pollards 2421. 891-457

January 13, 1961—THE COMMERCIAL MOTOR 85
(Supplement)

Used Goods Vehicles (contd.)

COVENTRY AND JEFFS, LTD.

COMMERCIAL VEHICLE SPECIALISTS.

USED COMMERCIAL VEHICLES.

TIPPERS. TIPPERS. TIPPERS.

1956 DODGE, a clean truck, well tyred all round, Perkins P6 engine, Eaton axle, £550.

1958 BEDFORD one-owner from new, well tyred all round, Eaton axle, £550.

1957 DODGE a clean tipper with Perkins P6 engine, all round, £595.

1957 BEDFORD, a one-owner truck, Perkins P6 engine, £550.

1957 ALBURN Clydesdale, owner driven from new, a clean well-tyred truck, 13-ft. 6-in. all-metal body, twin ram tipper, £595.

1956 LEYLAND medium-wheelbase twin-ram behind cab, reasonably well tyred, £695.

1956 LEYLAND medium-wheelbase twin-ram tipper, recent brake overhaul and repaint all round, condition good, £695.

1957 THAMES Trader, standard all-metal body, tyres fair, general condition good, £695.

1956 LEYLAND medium-wheelbase tipper, underneath tipping gear, all-metal body, fair condition all round, £575.

1956 B.M.C. medium-wheelbase tipper, recent engine overhaul, tyres reasonable and general condition good, £700.

1956 SEDDON, 1954, medium-wheelbase tipper, Perkins P6 engine, Eaton axle, £425.

FLATS. DROP-SIDES.

1956 SEDDON standard flat platform, high-loading headboard, Perkins P6 engine, well tyred all round, £425.

1954 BEDFORD standard drop-side truck, diesel, one owner, £300.

1953 BEDFORD standard drop-side petrol truck, tyres poor, general condition good, one owner, £225.

1957 DODGE (a choice of three) standard 14-ft. 6-in. drop-side trucks, well tyred all round, one owner from new, Perkins P6 engine, 5-speed gearbox, three really clean trucks, £475 each.

1955 DODGE 105CP, standard drop-side truck, one owner from new, a clean truck well kept, £375.

OUR LISTS CHANGE DAILY.

WHY NOT

WRITE, PHONE OR CALL.

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BEDMINSTER,

BRISTOL, 3.

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891-211

W. H. HAROLD PERRY, LTD.

STATION BRIDGE,

WEALSTONE, MIDDLESEX.

BEDFORD 7-ton 6-cu.-yd. tipper, £475.

SEDDON P6 Mk. VIII articulated unit with 10-ton trailer, £1,150.

SEDDON P6 6-ton platform, £175.

Trader 5-cu.-yd. tipper, £475.

Trader 5-ton platform, £495.

THAMES 4D tipper, £345.

THAMES Luton van, £465.

THAMES 13-cwt. truck, £265.

THAMES 4D tipper, £345.

TRADERS 1-ton van, £265.

HARROW 1031.

OPEN UNTIL

7 P.M. MONDAYS TO FRIDAYS.

AND TO

5.30 P.M. SATURDAYS.

891-155

A. E. CONNORTON, LTD.

AUTHORIZED FORD AGENTS.

NEW ThAMES 5-cwt. van, list price.

NEW FORD Trader 6D Balco extension chassis, fitted with 10-cwt. 24-ft. 1-ton Luton body.

NEW FORD 7-ton Trader, fitted with 9.00 x 20. powered steering.

NEW FORD Trader 4D, fitted 1.200 cu.-ft. Luton body.

NEW 5-ton 6D long-wheelbase truck.

1955 AUSTIN 15-cwt. Omnimans, C licence, £235 each.

1955 November, ATKINSON, 8-wheeler platform, 6LW, 8-wheel brakes, 40 x 8 tyres, £1,300.

1954 BEDFORD, Perkins P4, platform with winch, £185.

1954 MAUDSLAY twin steer, A.E.C. 7.7 engine, alloy platform body, one owner, C licence.

choice of 10.25 or 12.25.

1950 FODEN FG model 8-wheeler, fitted 6LW Gardner, platform body, £350.

1952 ATKINSON 8-wheeler, 6LW, double drive, 24-ft. platform body, 3-speed box, 10.25 tyres, £550.

1953 BEDFORD 5-ton box vans, roller shutter sides, alloy bodies, C licence, £165 each.

1953 BEDFORD 3-ton Luton, P6 engine, £125.

1954 ATKINSON 8-wheeler, 6LW, double drive, 24-ft. platform body, 3-speed box, 10.25 tyres, £550.

HIRE-PURCHASE arranged.

CONNORTON, 328 Brixton Rd., S.W.9. Brixton 7962, Pollards 2421.

A39

Used Goods Vehicles (contd.)

RICHARDSONS.

NEW AND USED 8-WHEELERS ALWAYS IN STOCK.

NEW VEHICLES.

NEW GUY Invincible 8-wheel chassis-cab, double drive.

NEW GUY Invincible chassis-cab, single drive.

NEW GUY light 8-wheeler chassis-cab.

NEW GUY light 6-wheeler chassis-cab.

NEW GUY light 6-wheeler tipper.

NEW GUY Warrior 4-wheel chassis-cab.

NEW and unused B.T.C. 25-ft. 15-ton semi-trailers.

NEW SCAMMELL 12-ton 25-ft. semi-trailers.

NEW 12-ft., 6-in. and 14-ft., 6-in. all-steel double-drop-side tipper bodies in stock for immediate delivery, suitable for 7-ton Trader, 138-in. and 160-in. chassis gear supplied and fitted two days from receipt of chassis trade supplier's order.

SINGLE and twin-ram gears for Ford Trader chassis, supplied and/or fitted.

DELIVERY from stock on all the above.

USED VEHICLES.

1960 FORD Trader diesel 7-ton medium-wheelbase tipper, steel body.

1958 DODGE rigid 6-wheeler, Leyland engine, 40 x 20 tyres, 22-ft. drop-side body.

1956 ALBION Chieftain diesel long-wheelbase drop-side truck, alloy body.

1960 B.M.C. diesel tractor unit with Scammell coupling and 25-ft. trailer, choice of six.

1959 FORD Trader 6-wheel flat-platform truck.

1950 ALBION Chieftain diesel long-wheelbase tipper.

1953 ATKINSON 8-wheel, Gardner 6LW, double-drive, 40 x 8 tyres, 24-ft. platform.

1960 April FORD 7-cwt. van, 6,000 miles only, one careful owner from new.

1959 FORD Trader diesel 5-ton short-wheelbase drop-side tipper, one C licence owner, in excellent order, choice of two.

1952 BEDFORD 5-ton diesel long-wheelbase twin-ram tipper.

1957 B.M.C. diesel 8-ton long-wheelbase drop-side truck, 2-speed axle power steering, 9,000 x 20 tyres, in excellent condition.

T. J. RICHARDSON AND SONS, LTD.

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COMBERHILL MOTORS, LTD.
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NEW ATKINSON L1786 (A.E.C. 9.6-litre) 17-ton 8-wheel double-drive medium- and long-wheelbase chassis-cab (for available as tippers), reasonable delivery.

NEW ATKINSON T1366X (Gardner 6LX 15 b.h.p.) 6-wheel double-drive tractor unit, power steering (or suitable chassis-cab), 40 x 20 tyres.

NEW ATKINSON L1786X TA (Gardner 6LX) 17-ton 8-wheel single-drive chassis-cab, 9.00 x 20.

NEW ATKINSON T462X (Gardner 6LX 15 b.h.p.) 6-wheel double-drive, 40 x 20, 120-in. wheelbase.

NEW MERCEDES-BENZ LP327-5UR (5.1-litre) 8-ton 4-wheel, 20-ft. body, 9.00 x 20.

NEW MORRIS (B.M.C. 5.1-litre) 7-ton 120-in. 30-in. long-wheelbase chassis-cabs and platform.

NEW MORRIS (B.M.C. 5.1-litre) 120-in. 130-in. wheelbase 7-ton 4-wheel tippers, twin-ram gears, timber or alloy bodywork, from stock.

NEW MORRIS (B.M.C. 5.1-litre) 6-wheel tippers, twin-ram gears, timber or alloy bodywork.

NEW MORRIS 5.1-litre 4-wheel tractor unit, Scammell coupling, 7.50 x 20, new-type cab.

NEW MORRIS FG model 4-ton petrol and 2-ton diesel ext. stoker, 12-ft. platform to open top.

1959 ATKINSON M1366X (Gardner 6LW) 12-13-ton 6-wheeler Pilot twin-ram 25-cu.-yd. alloy tipper.

ATKINSON L1786X (Gardner 15 b.h.p. 6LX) 8-wheel double-drive, 24-ft. platform.

THORNYCROFT 17-ton 8-wheel long-wheelbase truck, 25-ft. alloy drop-side, air brakes, 40 x 8.

1959 BEDFORD SST1 and J6 (Bedford diesel) 7-ton 4-wheel short-wheelbase tippers.

1959 ALBION 5-ton 4-wheel short-wheelbase tippers.

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ALBION Reiver 6-wheel double-drive, 20-ft. alloy body.

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COMMER 12-ton tractor, c/w fifth-wheel coupling.
COMMER 12-ton tractor, c/w fifth-wheel coupling.
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1957 THORNYCROFT Sturdy, 18-ft. drop-sided body, 2-speed rear axle, 9.00 x 20 tyres, in excellent condition.

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1955 FODEN Comet artic., 24-ft. trailer, S.A.E.

coupling.

1955 FODEN Comet, platform body.

1955 FODEN 8-wheeler, double drive, 600 engine, late-

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form body.

1955 ALBION Chieftain, platform body, choice of

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FORD Trader 7-ton LW hydraulic tipper.

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1958 FORD Trader 6D articulated unit with No.

1958 FORD articulated unit with 4-in-line 26-ft.

1958 FORD 6D Trader 7-ton 16-ft. 6in. plastic

body, choice of four, £625.

1958 FORD 6D Trader 3-ton Anthony boat type.

1957 FORD 6D 7-ton truck, alloy body, £650.

1959 COMMER TS3 7-ton truck, alloy body, £680.

1959 COMMER TS3 7-ton truck, alloy body, £680.

1957 COMMER TS3 Balco extension 7-tonner, £60.

1957 FORD 4D 3-ton truck, 11-ft. 6in. body, £590.

1957 FORD 4D 14-ft. truck, 14-ft. body, £275.

1956 FORD 4D, 14-ft. truck, £225.

1955 BEDFORD 4-yd. tipper with Bedford diesel.

1958 BEDFORD 4-yd. tipper with 4D engine, £70.

1958 BEDFORD 5-yd. tipper, £250.

1958 DENNIS Pax 5-ton forward-control platform

truck, £390.

1955 GUY 5-ton insulated van, P6 diesel, £360.

1953 LEYLAND Comet with Anthony hoist, 5-yd.

1949 LEYLAND Comet with Anthony hoist, 6-yd.

1949 DENNIS 1,200-gallon tanker, three compartments.

1949 FORD 4D tipper with drop-side body, £190.

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NEW BEDFORD TK 10-ton tractor unit, diesel, 2-speed

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5-speed overdrive gearbox, 20-ft. drop-side body.

1954 DODGE 5-ton diesel flat platform, £275.

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LEYLAND 8-wheel tippers.
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1958 FODEN 4D, 4-cylinder diesel engine, 14-ft. platform body.
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1958 E.R.F. Twin Steer, 25.5W engine, 2-speed axles, 14-ft. 6-in. platform body.
GUY Warrior, A.E.C. 7.75 engine, 2-speed axles, 14-ft. 6-in. platform body.
1959 E.R.F. Twin Steer, 25.5W engine, 5-speed gearbox, 14-ft. drop-sided body.
1959 MAUDSLAY Meritor 8-wheel tipper, double drive.
THOMAS TRADER tractor unit, 6D engine.
1960 LEYLAND Comet forward-control platform body.
1960 BRISTOL 8-wheeler, Leyland engine, 5-speed gearbox.
1953 LEYLAND single drive, 24-ft. platform body.
1959 LEYLAND Super Comet tractor unit, fifth-wheel coupling, air brakes, immaculate condition; 16-ft. 6-in. platform body.
1955 ALBION Clydesdale tractor unit, fifth-wheel coupling, 24-ft. platform body.
1955 ATKINSON crawler tractor, Model 22, P3 diesel engine, complete with Trak-trips.
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4-TON THAMES 157-in.-wheelbase, heavy-duty frame and 18-in. rear springs, ex stock.

10- 18-in. rear springs, 12- and 15-cwt. vans, early delivery.

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NEW AUSTIN 200 FC 2-ton chassis-cab, 10-ft.

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1956 AUSTIN 3-ton SC long-wheelbase truck.

1954 BEDFORD 5-ton diesel long-wheelbase tipper.

1954 BEDFORD 5-ton diesel long-wheelbase truck.

1955 AUSTIN 5-ton petrol long-wheelbase tipper.

1952 BEDFORD 3-ton long-wheelbase tipper.

1959 MORRIS Minor 1000 5-cwt. van.

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1959 MORRIS Minor 1000 pick-up truck.

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BEDFORD 15-cwt. boxvan, repainted.

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1955, well, repainted, unladen 2 tons 18 cwt, chas. of 1955.

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AUSTIN, Ford, Rootes Group.

A VAILABLE for immediate delivery, Ford 15-cwt. van, 5-ton 6D 1,650-cu.-ft. Luton van, Ford 5-cwt.

van, choice of 2.

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1957 BEDFORD 7-ton U-shaped tipper, £200.

1954 BEDFORD 7-ton R6 diesel drop-sided lorry, £250.

1956 FORD ThAMES 4D 30-cwt. drop-side lorry, £285.

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Utilibrae, standard and special; 1958 Utilibrae, farmers model; 1950-55-57 Bedford vans, 1952-3-6

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Austin diesel truck; 1953 5-ton long-wheelbase Bedford

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1956 FORD 10-12-cwt. van.

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1950 2-ton Luton.

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1960 AUSTIN Gipsy diesel pick-up, demonstrator, low mileage, £650.

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1958 AUSTIN 12-seater Omnicar, £375.

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1956 BEDFORD Vauxhall diesel 8-ton Scammell tractor with box body van trailer.

£285. 1957 B.M.C. diesel Scammell tractor.

£235. 1955 BEDFORD 10-ton diesel Scammell tractor.

£235. 1954 B.M.C. 2-speed axle.

£175. 1954 B.M.C. petrol A-model Scammell tractor.

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B.M.C. 7-ton diesel chassis-cab with standard rear axle, choice of two.

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1955 BEDFORD petrol 38-seater Super Vega, exterior cream-mustard, certificate of fitness 1965.

1955 BEDFORD petrol 38-seater Super Vega, exterior cream-red, certificate of fitness 1964.

1954 BEDFORD petrol 36-seater Super Vega, exterior black-cream, certificate of fitness 1964.

1953 BEDFORD petrol 36-seater Super Vega, exterior cream-red, certificate of fitness 1964.

1955 BEDFORD petrol 36-seater Super Vega, exterior maroon-grey.

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ALL ready for immediate service.

37 SOUTH EALING RD., London, W.5. Ealing.

1957 BEDFORD Duplex 41-seater, in use.

1956 BEDFORD 41-seater, certificate of fitness 1966, £2,150.

1950 LEYLAND PSI Burlingham full-fronted 1950.

1950 29-seater Duplex Vista, 1960, 12 seats, 7 ft. 6 in. high-back seats, £475.

CONWAY HUNT, LTD., Brux, Otterspool.

Otterspool 461, day and night.

Unclassified Wanted

WANTED, single- or double-deckers for spot cash. Send details. Breaker, 22 Headstone.

BLACKPOOL, a number modern 38-41-seater.

WANTED, Bedford or similar.

WILDE AND BENNETT, LTD., Hadfield, Matlock.

Phone, Glossop 2902-3. After hours 2356.

NEW PASSENGER VEHICLES

BEDFORD

COACHES AND COMPONENTS, LTD.

469-475 HOLLOWAY ROAD, LONDON, N.7.

Phone, Archway 2647 (five lines).

ARE now taking orders for 1961 BEDFORD 36-41-seater capacity luxury coaches, fitted with

part-exchanges and H.P. terms arranged to satisfaction.

VINCENT GREENHOUSES (HEREFORD), LTD.

LYDE MOTOR WORKS, HEREFORD.

Phone, 2347.

OFFER delivery from stock of new BEDFORD SB8s, Leyland engine, Burlingham 41-seater, fitted heater, red interior, top allowances part-exchange.

FORD THAMES

A. SPRINGALL, LTD.

EARLY delivery new THAMES with Duplex, Puma and Harrington bodies, and hire-purchase to suit your requirements.

A. SPRINGALL, LTD., Plumstead Common, Eltham.

HENDY FOR FORD

BRITAIN'S FIRST MAIN DEALER.

FORD THAMES COACHES

DEMONSTRATIONS ANYWHERE

HIRE-PURCHASE AND PART-EXCHANGE

PERCY HENDY, LTD.

VINCENT'S WALK, Southampton 2831.

THAMES HOUSE

Chandlers Ford 2271.

ALF MOSELEY, LTD.

FORD THAMES P.S.V. DEALERS.

OFFER delivery from stock of new THAMES-DU

41-seater, red interior, heater, etc., to customer's choice. Top part-exchange allowance, Thorpe Rd., Loughborough. Phone 477; after hours 3339.

LAMBERTS OF KINGSTON, LTD.

MAIN FORD DISTRIBUTORS.

1961 Thame Duplex and Burlingham new with your satisfaction. A full 24-hour service is available.

Thames operators.

140A LONDON RD., Kingston-on-Thames, Surrey. Phone, Kingston 7700 (20 lines) or Moseley 891-503.

after 7 p.m.

VOLSWAGEN

EUROPEAN CARS, LTD., distributor for London.

Western districts. Early delivery Kombi, Microvan, pick-up, ambulance. 129-131 Old Brompton Rd., S.W.7. Tel. 7722.

Miscellaneous Vehicles (contd.)

ALWAYS a large selection of good used articula-

ted vehicles in stock of all types and sizes, tractor and trailers sold separately if required.

EXCHANGES.

RUSH GREEN MOTORS, Langley, Hitchin, Herts.

St Stevenage 174.

Miscellaneous Vehicles (contd.)

MOBILE SHOPS, CANTEENS, ETC.
MOBILE workshop with specially built body to house light engineering machinery and provide storage facilities on Kierrie Gamecock forward control petrol-engine chassis; complete generator for power supply, water tank, washbasin and bunk. First registered 1954, 23,000 miles to date. Suitable for conversion to mobile shop or display vehicle.

MINTEX Division, British Belting and Asbestos, Ltd., Cleckheaton, Yorkshire. 891-31

**COMPLETE
SHOW DEMONSTRATION UNIT
IN
EXCELLENT CONDITION
COMPRISING:**

**MOBILE OFFICE TOWING UNITS
WITH KITCHENS.**

Commer Avenger chassis. Interiors panelled in ash with limotted floors and end windows. Length 21 ft., width 7 ft. 6 in., overall height 11 ft. 9 in.

TWO

FOUR-WHEEL TOWED PANTECHNICS.

Length 21 ft., width 7 ft. 6 in., overall height 10 ft. 4 in.

TWO

CURVED SHOW PAVILIONS.

External wall 58 ft., external front wall 34 ft. 8 in., height floor to roof at back 6 ft. 6 in., at front 8 ft. 5 in., depth 12 ft. 5 in.

This equipment has been used for five seasons only. The mileage for the two vehicles is 38,000 and 31,000 respectively. Photographs can be seen by appointment.

THE SHOW MANAGER,

THE FATSTOCK MARKETING CORPORATION,
LTD., AGRICULTURE HOUSE,
KNIGHTSBRIDGE, LONDON, S.W.1. 891-69

NEW Smith's Grocerette, Vianette and Cornettes on Bedford chassis from stock; also used Commer diesel, Austin and Fordson 1959 models. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 891-119

MUNICIPAL VEHICLES

REFUSE collection vehicles (surplus to contract). One S 5 Model Bedford and one Pagefield, both fitted with Eagle Paladin Compresmores bodies, are offered for sale in full working order. Demonstrations by appointment.

RICE ENGINEERING CO., LTD., 27 Coldharbour Lane, Camberwell, S.E.5. 222-617

**REFRIGERATED TRANSPORT
WANTED**

WANTED, a refrigerated van for carrying ice-cream in bulk, preferably Morris, also an ice-cream vendor's van. Box CM8723, care of "The Commercial Motor." 891-173

ROAD ROLLERS

FOR sale, one 10-12-ton diesel road roller, fitted Gardner 4LW engine, self-starter, in first-class condition, can go straight to work; would consider hire without driver. Box CM8717, care of "The Commercial Motor." 891-473

TANK WAGONS

UNREGISTERED BEDFORD OV 800-gallon tankers, new batteries, spare wheel, good order, £200. Bedford OL 4 x 4 900-gallon tankers with pumping equipment, £150. L. W. Vass, Ltd., Amphil, Bedford. Amphil 3255.

LEYLAND Comet, Albion Dennis, Dodge, Bedford, Austin 1,500- and 2,000-gal. spirit tankers and large stock of tankers, trailers, frameless steel semi-independent tanker trailers, cargo pumps and compressors, all types, lists available. Bridge Motors (Commercial), Ltd., Station Garage, Botley, Southampton. Phone. Botley 2343.

LEYLAND Octopus, 3,600-gal. tank, immediate delivery.

LEYLAND Octopus, 4,000-gal. stainless-steel 3-compartment tank, immediate delivery for all the above.

HATTER BROS., Austin Agents, Grays, Essex. Purfleet 5488. UNUSED standard semi-trailer, one 2,000-gal. 3-compartment stainless steel semi-trailer, Scammell attachment with Beckmann gauge and hand pump; one 2,000-gal. 4-compartment frameless steel semi-trailer with Bedford-Scammell attachment, excellent condition. Wayburs 2508.

E.R.F. 1,800 gal. milk tanker, in first-class condition, really well maintained, with extras. £750. BEDFORD 1,200-gal. tanker, ex-petrol company. Also in excellent order, £175; choice of three. ALSO other good tankers in stock.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. DODGE diesel, 4-compartment tank, 2,000 gallons, Pictorial discharge pump, in excellent condition, reasonable price for quick sale. Wayburs 2508.

BEDFORD 5-ton tanker, fitted stainless steel, insulated tank, 1,100 gal. capacity, used only for carrying liquids, excellent condition, new tyres, the whole vehicle in immaculate condition. £325. WELLINGTON GARAGE, LTD., Huddersfield Rd., Oldham Main 9109.

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Miscellaneous Vehicles (contd.)

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Miscellaneous Vehicles (contd.)

1953 BEDFORD-SCAMMELL with 2,000-gal. 4-compartment trailers with pump; choice of three. **2,000-GAL.** 4-compartment spirit SCAMMELL. OVER 200 Trailers, Austin and Fords, 800-gal. 1,000-gal. tankers in stock, suitable for spirit, paraffin or whey, with or without pumps. H. F. A. DOLMAN, LTD., 215 North Rd., Southend-on-Sea. Phone 43262.

Tank Wagons Wanted

WANTED ex-W.D. A.E.C. 6 x 6 2,500-gal. diesel-engined tankers, complete with pumping equipment. Box CM9014, care of "The Commercial Motor." 891-9618

TIPPING LORRIES

AUSTIN 6 x 4 tippers, new trailers, spare wheel. £260. L. W. Vass, Ltd., Ampthill, Bedford. Ampthill 3255-6. DECEMBER, 1959. Trader 7-ton drop-sided tipper, 9.00 x 20 tyres, heater and flashers, one owner, 20 miles. £1,100. Phone 3255-6. NEW January 1960. Trader 7-ton Anthony fixed-sided tipper, on 9.00 x 20 tyres, heater and flashers, cost £1,450, accept £915. Any trial. BARTON TOWNLEY, LTD., Ford Depot, 88 King St., Lancaster. 891-9583. HENSMANS, Brentwood 5252-—

NEW Trader 7-ton 6D Ebro 6-cu.-yd. fixed-side tipper. NEW Trader 7-ton 10-in-wheelbase 6D tipper chassis and cab, with 7 cu. yd. aluminium body. 891-39. ATKINSON and E.R.F. short-wheelbase tippers. Details from Box CM9110, care of "The Commercial Motor." 891-9603. B.M.C. diesel 5-yd. tipper, short-wheelbase. 1955 GRE 4881. DODGE tipper, 1959. Model 3145 BR. Pilot body and tipping gear. Type OVA Eaton axle. Type 16500, complete with power-assisted steering, perfect condition. £1,400, or H.P. can be arranged.

WESTBURY QUARRIES, LTD., Westbury-Sub-Mendip, Glos. & Wells, Somerset. Phone Priddy 272. 891-169. FODEN 12-ton bulk tipper, new tipping gear and body. £1,000. ATKINSON 12-ton bulk tipper, new tipping gear and body. £800. DODGE 12-ton bulk tipper, new R6 engine, new 2-speed axle. £550.

FOSHETTS GARAGE, Watford 36528, evenings 31863. 1948 Hippo tipper, 13-cu.-yd. steel body. £450. Motors, Botley Rd., Oxford. Phone, Oxford 48024. NEW GUY Warrior light 8-wheeler, 17-ft. 9-in. wheelbase 24-cu.-yd. tipper, particularly suitable for coal and coke haulage, immediate delivery in primer, price £4,250.

NEW GUY Warrior 4-wheeler, 15-ft. 9-in. wheelbase, N.A.E.C. engine, chassis-cab, immediate delivery, two available. MAYS MOTORS (ELSTEAD), LTD., Elstead, Surrey. Phone, Elstead 2147-8. AUSTIN second-hand 5-ton tipper lorries for sale, all 1959 or 1960, fleet maintained in good condition. Apply Wolverhampton Plant Hire, Ltd., 537 Stafferton Rd., Fordhouses, Wolverhampton. Phone, Fordhouses 3091-2-3. Foden 8-ton. 891-434.

DENNIS 6-ton tipper, diesel, Max O type (1944 model), 1958, ex-W.D. or W.D. 5-speed, 14-ft. 6-in. wheelbase, new spring outriggers. Ebro 6-cu.-yd. twin-ram tipping gear, 9.00 x 20 tyres, twin rear, £775. Isherwoods Garages, Ltd., Buxton Rd., Stockport. Sto 5285.

TODD 1954 7-ton R6 short-wheelbase Bedford tippers, very good condition. £375 each or near offer. ADAMOTIVE SERVICES, Ltd., 50a Overdale Rd., Ealing, W.5. Eal 3652.

ATKINSON 8-wheeler with 22-yd. alloy body tipping gear, 9.00 x 20 tyres, GLW engine, in very good order, choice of two. £1,600.

1959 LEYLAND Comet forward-control tipper with 8-yd. body, in excellent order, £1,100. 1960 September COMMER TS3 10-yd. tipper, as new, negligible mileage. £900.

BEDFORD 7-ton normal-control 10-yd. tipper, as new, negligible mileage. £900. ALSO many other good tippers in stock.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. FORD Trader 1959 7-ton short-wheelbase tipper, steel gear, drop-side body, 9.00 x 20-tyre equipment, new engine, gearbox, perfect condition, £670. Box CM9114, care of "The Commercial Motor." 891-9616.

1957 7-ton DODGE diesel tipper, very good condition. £700. COUNTY OAK SERVICE STATION, LTD., London Road, Sutton, Surrey. 25475-77-8. 891-589.

DODGE 3144AZ 12-ton tractor unit and 20-ft. 4-ft. drop-sided tipping trailer, steel floor, separate hydraulic tipping unit on trailer. S.A.E. fifth wheel, now offered for cancellation of order.

THE READING GARAGE (NORTHWICH), LTD., Heigham St., Northwich. Phone 28911-5. 891-574. DODGE 1956 6-wheeled tipper, Boy's axle, bulk coal body, R6 engine, Eaton 2-speed axle, twin ram Ebro gear, in good order. £1,000.

FOR 1959 7-ton short-wheelbase tippers, choice of two steel bodies, in good order, £750 each. COMMER 1959 6-wheeler tipper (Unipower), 18-ft. wooden body with side extensions. HLNS twin-ram gear, 5-speed box, air brakes, low mileage, in first-class order.

GRANTHAM COMMERCIALS, 97 Barrowby Rd., Grantham 133. 891-516. NEW DODGE Model 244BR 7-cu.-yd. steel-body tipper, Eaton 2-speed axle, air brakes.

NEW DODGE Model 3123AP 6-cu.-yd. wood-body tipper. NEW TROJAN 25-cwt. drop-side truck, tipping gear optional. NEW DODGE chassis-cab, suitable for 4- or 6-wheel coal tippers, always in stock.

1951 53 FODEN 6-wheel 10-cu.-yd. alloy-body tippers, Ebro twin-ram underfloor gear.

1951 LEYLAND, Comet 90 steel body, twin-ram underfloor gear, reconditioned engine. 57 DODGE Model 103BP6 short-wheelbase 5-cu.-yd. tippers. Telehoist gear, £100. BEDFORD petrol 6-wheel coal tipper.

TWO GATES GARAGE, LTD., Oxford Rd., Ryton-on-Dunsmore. Phone, Toll 3361. 891-378. 1952 FORD P6 tipper, very good condition, 5-yd. steel body, shield over cab. H.P. arranged to approved apprenticeship. Phone Bexleyheath 7108. 891-305.

1950 ATKINSON 7-ton D10 tipper, 6LW. Pilot tinner body, very clean, 40 x 8 tyres. R. JUSTICE, Winter Closes, Underwood, Notts. Phone, R. Langley Mill 3182. 891-418.

1956

Miscellaneous Vehicles (contd.)

1957 COMMER TS3 short-wheelbase diesel tipper, air brakes, reconditioned engine, good 900 x 20 ft. £750. Mann, Egerton and Co., Ltd., Church St., King's Lynn 3133. 891-1087. 1956 Dodge R6 tipper, 9.00 x 20 tyres, £300. MILL 2623 (Notts.), Mill Commercial Vehicles, Ltd., Langar. 891-466. NJINE Sentinel tipping lorries, registered 1954-1957, together with approximately £5,000 spare parts. All vehicles current, operating and properly serviced, all maintained in our own garage. Box CM9122, care of "The Commercial Motor." 893-9620.

ONE Vulcan P6 tipper, in working order, make good surplus to requirements. Box CM8718, care of "The Commercial Motor." 891-476.

A. SPRINGALL, LTD.

1959 Commer 6-wheel drop-side bulk tipper, air chassis, new engine, etc., cost £3,250, accept £2,100 o.n.o. H.P. arranged to approved apprenticeship. Phone 3255-6. S.E. 18, Woolwich 5313. 891-494.

4 X 4 FORD THAMES, 1954, hydraulic tipping, very good condition. £275. Colnbrook 2741. 891-331.

TWO 1954 7-ton R6 short-wheelbase BEDFORD tippers, very good condition. £375 each, o.n.o. AUTOMOTIVE SERVICES, Ltd., 50A Overdale Rd., Ealing 3652. 891-362.

TRACTORS

1960 LEYLAND Comet CS3/4R tractor unit, latest Scammell coupling, 6-speed box, heater, available immediately.

1960 LEYLAND Comet CS3/5R tractor unit, straight frame suitable fifth wheel or similar coupler, available immediately.

TEW B.M.C. diesel tractor chassis and cab, fifth wheel, N. 7-10 days.

TEW B.M.C. diesel tractor, Scammell coupler.

NEW BEDFORD diesel tractor, Scammell coupler.

RYLAND GARAGE, LTD., Ryland St., off Broad St., Birmingham 16. Edgbaston 4501-5. 891-50.

JUNE, COMMER Scammell tractor, £115. Parson's Garage, Pirbright, Pirbright Rd., Southfields, S.W.18. Vandyske 6188. 891-358.

TRAILERS

CARRIMORE. A trailer doubles the payload of your lorry and reduces the ton-mile cost proportionately. All models from 3 tons to 50 tons.

CARRIMORE SIX-WHEELERS, LTD., Carrimore Works, North Finchley, N.12. Hillside 3631-2-3.

TRAILER Dollies, various size tyres, complete with fifth wheel, from £80 each. L. W. Vass, Ltd., Ampthill, Bedford. Ampthill 325. 891-962.

DYSON super trailers and semi-trailers.

THE best of haul investments.

R. A. DYSON AND CO., LTD., 76-80 Grafton St., Liverpool, 18. Phone, Royal 8434. Grams, 222-829.

E.C.G. TRAILERS, LTD.

HUNDREDS of reconditioned trailers of all types

HALWAYS in stock

NEW trailers, any pick-up, immediate delivery.

YOUR short or damaged trailer rebuilt as new.

96 HACKFORD RD., S.W.9. Rel 3852-3. 911-9369.

JOHN CHARLTON (BOLTON), LTD., commercial vehicles and spares. Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884.

SCAMMELL trailers, 3-ton, 6-ton, 8-ton.

X-TRAILER, all types, including several reconditioned.

50 TRAILERS, all types, including several reconditioned.

50 45-ton, low-bed, Rodger. H.B.H. Motors, Mills St., Colnbrook 2741. 891-895.

DYSON 16-ton tandem axle trailer, twin S.A.E. coupling, well maintained, in order.

TASKER 16-ton tandem-axle trailer, 9.00 x 20 ft. about 12 months old, in first-class order.

SCAMMELL 16-ton tandem-axle trailer, choice of one in good order.

SEVERAL SCAMMELL 23-ft. and 25-ft. 10-ton trailers in stock.

SCAMMELL 10-ton 23-ft. insulated box trailer at excellent order, choice of two.

B.T.C. 4-ton, 4-wheel, 12-ft. 24-ft. trailer, on 10.0 x 2-tyres, S.A.E. coupling, in first-class order.

THE above are just a few examples from a large stock of trailers, let us know your requirements.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 891-494.

NEW 26-ft. York articulated boxvan trailer, 3-ft. drop-sides and rated side curtains. S.A.E. coupling.

TANDEM-AXLE Dyson trailer and trailer. Three (3) separate containers discharge all types powder and feeding materials. S.A.E. coupling.

WALKER, East Markham, Newark. Phone, Tuxford 431.

TASKERS trailers and semi-trailers. For every type of tasker between 8 cwt. and 35 tons.

S. VANCE for most kinds of prime mover. Land Rover, S. Vane.

FIFTH wheel. Taskers "D-S" automatic or "Mechanical Horse" couplings.

TRAILERS now in stock include: 10-, 12- and 14-ton

frames (D.S.), 14-ton step frame bow loader, 10- and 12-ton drop frames, 12-ton rear-steering "PV" semi-trailers, 6-ton "Easy Load" chassis, 3- and 5-ton 4-wheelers.

NEWLY illustrated leaflets on request.

TASKERS OF ANDOVER (1932), LTD., Head Office

Taskers' Andover 2312. Telex 47-539. Grams, "Taskers-Andover-Telco."

LONDON office: 36 Victoria St., S.W.1. Phone, Abbey 2202. Manchester Office: 26 Corporation St., Manchester, 4. Phone, Deansgate 6009. 891-249.

4-ton SCAMMELL articulated trailers, £150. 10 ft. 4-timber carriage, 34 by 7 twins, 30-ft. pole double bolster each end for carrying girders, etc., offers. Bunting, The Lido, Banbury. 891-994.

NEW SCAMMELL trailers.

USED SCAMMELL 12-ton 25-ft. S.A.E., new condition, £500.

USED TASKER 8-ton step-frame, £275.

USED SCAMMELL 8-ton 20-ft. platform, £275.

USED SCAMMELL 8-ton 18-ft. flat platform, £125.

INQUIRIES to:

E. J. BAKER AND CO. (DORKING), LTD.

DORKING 3822. 891-365.

Miscellaneous Vehicles (contd.)

MERTON ENGINEERING CO., LTD.

OFFER:-

45-TON Rogers tank transporter trailer.

30-TON low-loading trailer, 20-ft. well.

25-TON low-loading trailer, 20-ft. well.

20-TON low-loading trailer, 16-ft. well.

18-TON Freuhauf 25-ft. semi-low-loading trailer,

5-long with ramps, loading height 2 ft. 9 in.

10-TON low-loading trailer, 16-ft. well, Knocking 10 axes.

10-TON SCAMMELL flat platform trailer, 20 ft. Scammell coupling.

FAGGS ROAD, FELTHAM, MIDDLESEX.

Feltham 6208.

IMMEDIATE delivery.

SCAMMELL 11-ton 25-ft. trailer; Scammell 11-ton

trailer, at list price.

SCHELTERMAN CAR MART, LTD., Winchcombe.

TEW PRIMROSE 24-ft. sided trailer, 10-ft. drop.

USED UNITS, Whittlefield, Burnley, Lancs.

N. 2262 11-ton 23-ft. SCAMMELL flat-platform

£615.

10-TON flat SCAMMELL trailers, 20 ft., 9.00

tires, in excellent condition (choice of trailer).

PARNONS AND PARSONS (GARAGES), LTD.

Parlow, Essex. Phone, Potter Street 121.

2-WHEEL new and used trailers and chassis for pri-

ce and commercial use, complete range in stock.

Goodman, 135 Cricklewood Broadway, N.W.2. 2226.

BARNARDS, OF STOWMARKET.

OFFER THE FOLLOWING

NEW TRAILERS EX STOCK.

SACCOMMEL 25-ft. 12-ton sided and platform.

B.T.C. 25-ft. 12-ton 4-line platform.

B.T.C. 25-ft. 15-ton 4-line platform.

PHONE, Stowmarket (Suffolk) 621 (five lines).

TWO 10-15-ton double-skin 4-wheel trailer van, 10 ft. long, ventilated and wired, ideal as caravan or man site offices, body dimensions 8 ft. wide, 9 ft. 6 in. front, 9 ft. 6 in. rear, dolly on 14.00 x 20 tyres, well suited for own artic, condition nearly new; photograph available.

Offers invited.

SOUTHERN COUNTIES TRADING CO., Portslade.

50 Trailers, all types, including several reconditioned.

SEVERAL SCAMMELL 23-ft. and 25-ft. 10-ton trailers in stock.

Excellent order, choice of trailer.

B.T.C. tyres, in first-class order.

THE above are just a few examples from a large stock of trailers, let us know your requirements.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174.

NEW 10-ton and 12-ton 4-line semi-trailers.

Good delivery. Central Garage, Barnsley Elm, Barnsley Elm, near Pontefract. Phone, South Elm 225-800.

FREHAUF 20-ton semi-low-bogie trailer, excellent condition, 25-ft. bed, air brakes, double door, loading gear. H.B.H. Motors, Ltd., Phone, Colne 2741. Evening 2759.

THE NORTHERN TRAILER CO., LTD.

BISHOPBRIGGS, Lancashire. Phone, Bishopbriggs 1071-2. Semi-trailers ex stock:-

10-TON x 25 ft. long.

12-TON x 25 ft. long.

14-TON x 25 ft. long.

16-TON x 27 ft. long. ex works.

SCAMMELL 15-ton tandem axles, 24-ft. long, on 16 x 16 pneumatics fitted with air pressure drop in very good condition. John Puddifer, Victoria Yard Sandhills, Liverpool. Phone, North 1026.

TASKER 20-ton articulated low-loading trailer (available) with 20-ft. bed, very good condition, 20-ton trailer and prices from Road Rollers, Ltd., Thame, Oxfordshire. Phone, Syston 3357-9.

20-TON Eagle low-loading trailer, knock-out axle, 20 tyres.

SCAMMELL trailers, all lengths, 16 ft. to 25 ft. 20-ton trailer and prices from Road Rollers, Ltd., Thame, Oxfordshire. Phone, Syston 3357-9.

Other leading makes of drawbar or semi-trailers.

JACKERY AND CO. LTD., Mayhells Farm, Barking, Essex. Phone, Langley Mill 5583.

Trailers Wanted

WANTED Low-loading trailer, 8-10-ton, Scam-

mel, Rosfield Vehicle and Salvage Dumfries. Phone 533 and 862.

Miscellaneous Vehicles (contd.)

WANTED: Trailers, S.A.E. coupling, 5th wheel, 24 ft. or over van or flats. State price and condition, urgently required.

DACES MOTORS LTD., 18 Clarence Rd., Manchester. D. 15. Phone, Rusholme 2093. 891-9432

TON Scammell tractor, also six 3-ton Scammell trailers. Oldham Bros., Crown St., Liverpool. 891-14

WANTED, a 4-in-line semi-trailer, 30 ft. long, with hardwood floor, must be in good condition, payload 16 tons. Douglas Elliott Steel, Ltd., Bransgirth Works, Armley Rd., Leeds, 42. Phone 35161. 891-12

Miscellaneous Vehicles (contd.)

WANTED, 2-3 SCAMMELL, or with Scammell undercarriages, 10-ton pole-carrying articulators. Box CM917, care of "The Commercial Motor". 891-204

WANTED, 10-ton Scammell and 15-ton 4-in-line articulated trailers. W. H. Shorl, Ltd., Newthorpe, Notts. Kimberley 2391. 891-442

TRAILER UNDERCARRIAGES

DAVIES, S.A.E. fifth-wheel coupling, factory reconditioned, exchange service and spares. London Rd., Ware, Herts. Ware 489. 222-736

SERVICE-EXCHANGE Scammell couplings, immediate delivery. Merriweather Engineering, Ltd., London Rd., Stone, Dartford, Kent. DA2 177-4. 222-764

January 13, 1961—THE COMMERCIAL MOTOR 103
(Supplement)

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GARAGE Workshop Manager required for Transport Company in North East London, must have considerable experience on diesel vehicles as well as workshop organization, salary up to £1,000 per annum for right man. Good prospects available if required. Write for experience and position held to: Box CM908, care of "The Commercial Motor." 891-9577

WORKSHOP Working Foreman urgently wanted for small transport garage in North London. Full details of experience, age, etc., and salary required to Box CM907, care of "The Commercial Motor." 891-9576

FORD main dealers have vacancies for the following executive staff to relieve directors at present carrying out these duties:—

SALESMAN: must have similar experience and be able to expand and control new and used vehicle marketing.

PERSONAL Assistant to sales manager, to assist in administration, reception, etc., etc.

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APPLY in writing to K.T. (Dartford), Ltd., The Brent,

A Dartford, Kent, or phone, Dartford 20271. Mr. Saunders (Service) or Mr. Perolls (Sales) for an appointment.

Miscellaneous Advertisements (contd.)

COMMERCIAL vehicle representative with retail selling experience required. London area, attractive salary and commission, excellent pension scheme, car supplied apply in strict confidence giving past experience and present income to the Manager, Commercial Vehicle Division, The Car Mart Sales, Ltd., Welsh Harp, Edgware Rd., N.W.9. 891-10

APPLICATIONS are invited for an experienced commercial vehicle salesman with Austin distributors for Worcester area, acceptable qualifications for driving and initiative in an area which combines industrial and agricultural prospects, applicants should write giving details of age and experience to: H. A. Saunders, Ltd., Austin House, Castle St., Worcester. Phone 2665/1-10

FIRST class motor fitter required to maintain a fleet of 26 light vans, diesel and petrol B.M.C. vehicles in fleet, able to work without supervision and control, assistance, experience in keeping records and handling special parts invoices. Apply in writing to the Manager, American Laundry, Burmester Rd., Tooting, London. 891-13

MERCEDES-BENZ Commercial Vehicle Division require a number of Area Representatives and 26 vehicle applicators must have had heavy commercial vehicle experience, preferably with a manufacturer. Applications in confidence, giving full details of career, etc., to The COMMERCIAL VEHICLE SALES MANAGER, Mercedes-Benz (Great Britain), Ltd., Great West Rd., Brentford, Middlesex. 891-36

RAPIDLY expanding bulk liquid transport company requires a sales director to take charge of sales planning, position offers first-class prospects for a man capable of taking responsibility. Apply, giving full details of experience, together with photograph and references, remuneration according to ability. Box CM 911, care of The Commercial Motor." 892-9608

SENIOR draughtsman required, with p.s.v. experience, 5-day week and pension scheme. Apply in writing to Charles H. Roe, Ltd., Cross Gates. 892-9598

BODYBUILDERS required experienced men for repair work on light aluminium wood vans. Apply in person to the Assistant Transport Engineer, 197 Goswell Rd., E.C.1. 891-33

A Vacancy exists for a Commercial and P.S. vehicle representative to operate from our newly-opened depot, devoted exclusively to Commercial Sales. This position requires exceptional commitment to a man who possesses a successful record in this field and is capable of high earnings and working without supervision. Exclusive use of new Ford car.

APPLY in writing to:—The Sales Director, Luton Commercial Motors, Ltd., The Square, Dunstable, Beds. 891-100

HIGHLY experienced Cellulose Sprayer urgently required to take charge of our Cellulose Shop. He must be capable of accepting responsibility and controlling his staff. First assistant also required. Excellent rates of pay and modern conditions for the right man. Personal applications to: R. Cripps and Co., Ltd., Abbey Road, Lenton, Nottingham. 891-103

APPICATIONS invited for position of outside representative with expanding London Transport Company. A.B.C. and other licences, bus engineer, etc., etc. Write to: Box 506, Messrs. Frederick Aldridge, 1 Whitefriars St., E.C.4. 891-73

COMMERCIAL salesman required, trainee considered. Application in writing. COOMBS SERVICE STATION (Ford Main Dealers), By-pass Rd., Guildford. Phone 62962. 891-188

COMMERCIAL vehicle salesman, South Coast main dealer. Salary according to experience with commission and transport. Good prospects for energetic salesman. Box CM919, care of "The Commercial Motor." 891-200

TRANSPORT MANAGER

REQUIRED by a national company at its London headquarters. This post, which carries good prospects, calls for an alert and capable man, aged 35-45, to control completely 600 C-licensed vehicles spread throughout the country. Experience of large vehicle fleet administration is essential.

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COMMERCIAL vehicle salesman. Live and energetic; good salary, commission and car. Box CM913, care of "The Commercial Motor." 891-208

CAR and commercial salesmen required, preferably those with good connections, by progressive dealers in N.W. London. Salary, generous commission and every possible assistance offered to the right applicants. Write Box CM911, care of "The Commercial Motor." 891-209

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FIRST-CLASS fully experienced traffic clerk for London clearing house. Mainly concerned with Midland Area. Salary and commission, etc. Details, experience, etc. Box CM915, care of "The Commercial Motor."

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"FARM MECHANIZATION" DIRECTORY (1961). Compiled by the staff of "Farm Mechanization," established as the complete guide for farm machine importers, dealers and manufacturers throughout the world. Sections are devoted to farm machinery, implements, test reports and manufacturers' names and addresses. Illustrated. 462 pages, 3s. net for bookshops, or 3s. 9d. by post from the publishers, Temple Press Limited, Bowring Green Lane, London, E.C.1.

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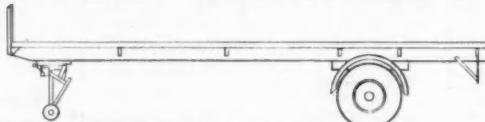
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Registered at the GPO as a Second Class Publication. Postage paid at New York and elsewhere by magazine post. Annual Subscription Rate 70/- (Canada and U.S.A. \$10)
postage included. Shorter periods pro rata. AGENTS ABROAD—EUROPE—Messrs. Dawson (S.A.), Paris—Messrs. Hatchette Cie., Paris, W., Smith & Son, Paris and
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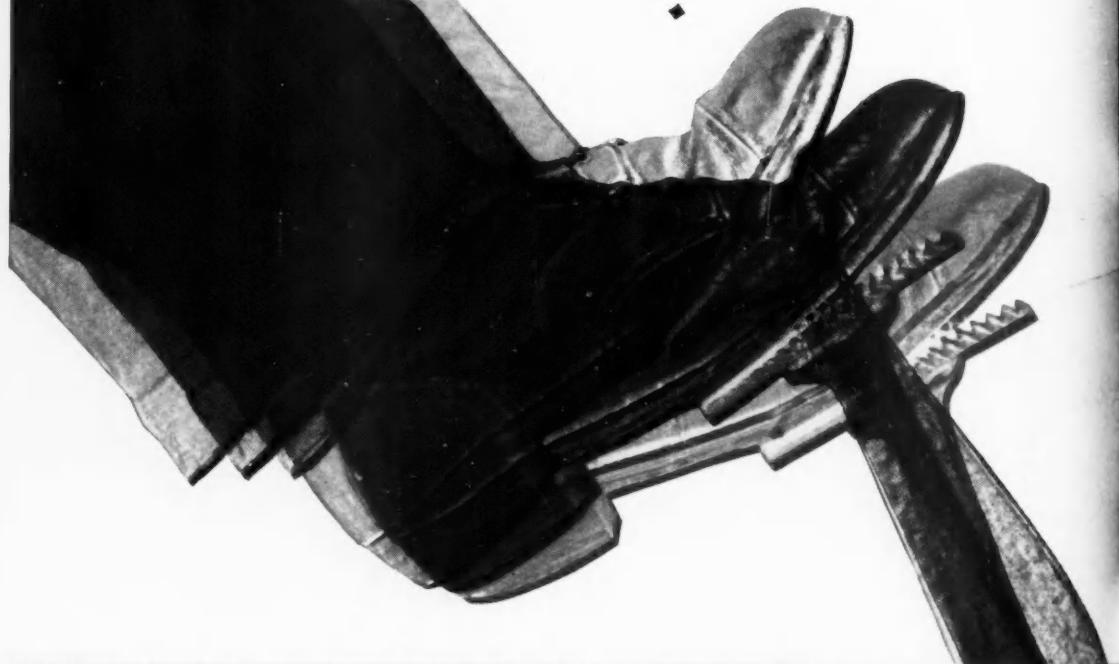
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